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ANNUAL REPORT

OF THE

Secretary of Internal Affairs

OF THE

COMMONWEALTH OF PENNSYLVANIA,

FOR THE YEAR ENDING JUNE 30, 1895.

PART IV.

Railroad, Canal, Navigation, Telegraph and Telephone Companies.

CLARENCE M. BUSCH,
STATE PRINTER OF PENNSYLVANIA.
1896.

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Library

COMMUNICATION.

Department of Internal Affairs,
Harrisburg, December 2, 1895.

To His Excellency, Daniel H. Hastings,
Governor of the Commonwealth of Pennsylvania:

Sir: In compliance with the requirements of the Constitution, and the acts of the General Assembly approved, respectively, April 9, 1870, May 15, 1874, June 4, 1883, and May 13, 1889, I have the honor to present to you herewith, for transmission to the General Assembly, a report of this Department, Part IV, covering the affairs of Railroad, Canal, Navigation, Telegraph, and Telephone Companies, for the year ending June 30, 1895.

I am, very respectfully,
Your obedient servant,
JAMES W. LATTA,
Secretary of Internal Affairs.

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LETTER OF TRANSMITTAL.

Harrisburg, December 2, 1895.

Hon. James W. Latta,
Secretary of Internal Affairs of the Commonwealth of Pennsylvania:

Sir: I have the honor to present herewith the report of the Railway Bureau for the year ending June 30, 1895, for transmission to the General Assembly, as required by law.

Very truly yours,

ISAAC B. BROWN,
Superintendent Bureau of Railways.

REPORT.

Great difficulty has always been experienced in the preparation of the report of the Bureau of Railways, owing to the failure of many of the railway corporations to comply with the law as to the character of their reports and as to the time within which they should be made. The report of the Bureau for the year ending June 30, 1895, has been delayed through the same causes. It has been absolutely impossible to secure returns from all the corporations in time to make the compilation and properly edit the report and have it published within the time specified by law. The Constitution and the laws are both specific and mandatory on this subject. There is no ambiguity in the law, for it is not susceptible of evasion or of doubtful construction. In the most concise terms, railway, canal, telegraph and telephone corporations are required to make annual returns on the forms furnished by the Secretary of Internal Affairs. These returns are to cover the detailed operations of the corporations named for the fiscal year ending June 30 in each year, and must be carefully prepared and filed in the Department of Internal Affairs on or before the 31st day of August. Briefly, these are the duties devolving upon the corporations named, and failure to make returns of the character required and within the time specified, makes the delinquent corporations liable to a penalty of five thousand dollars. Had the Department, heretofore, been less lenient, and the law unswervingly enforced, the difficulties heretofore and at present encountered would have been avoided, and, had it not been for the unaccountable delays in the State printing office, the annual report would have been ready for distribution by the 15th of January in each year, the time designated in the law. Last year it was found necessary to use "severe remedies," and one corporation was certified to the Attorney General for the collection of the penalty provided for in cases of delinquency. Affidavits showing that the failure to make report was due to the misrepresentations and neglect of one of its officers were filed with the Attorney General. Proof was also furnished to show that the offending officer had been peremptorily dismissed from the

service of the corporation, whereupon the Attorney General suggested that the imposition of the penalty be withdrawn, which was done.

Corporations ought not to be relieved from responsibility on account of the failure or neglect of their agents. They act, and can only act, through their agents, and whatever benefits are derived from such agency inure to the benefit of the corporation. Whatever responsibilities are legally assumed, or whatever penalties are imposed when agents violate the law, must, of course, be borne by the corporations. The imposition of the penalty, and the certifying thereof to the law branch of the State government last year, brought about good results, notwithstanding the delinquent corporation was finally relieved from the payment of the five thousand dollars, for among the first reports this year to find its way to the Department was that of the corporation upon which the penalty had been imposed last year. It may be assumed also that other companies have this year been more prompt in the discharge of this duty owing to the action taken last year. There are a number of steam and street railway corporations, however, that have failed to file reports and upon every one of them the penalty has been imposed and certified to the Attorney General for collection. A list of these companies will be found elsewhere in this report. It is proper to say that most of the large corporations, and indeed most of the smaller ones, also, make strong efforts to have their reports properly prepared and filed within the time fixed by law. The Pennsylvania Railroad Company, and all the other corporations connected with it are vigilant, careful and prompt in the discharge of these duties. This is true also with reference to the New York, Lake Erie and Western, the Allegheny Valley, the Lake Shore and Michigan Southern, and of late the Philadelphia and Reading, as well as of other companies. There is much that argues for leniency when one considers the volume of work involved in the making of a complete annual report, as it must cost some of the large corporations thousands of dollars to collect and prepare the data.

There are several steam railway corporations whose lines have not been built and probably never will be, and with these more difficulty is experienced than with the corporations whose lines are built and in operation. A spirit of independence characterizes the action of the officers of some of such corporations whose lines are in an embryotic state, and although the information they are required to give involves no expense and encroaches but little upon their time, yet they are the last to file their reports, and their tardiness is the source of much annoyance. Some of these officers whose independence has led them to give no heed to the blanks sent them, the letters requesting reports to be made on time, the delinquent notices and tele-

grams, and in some instances, the visitation of personal representatives from the Department, will find their enterprises burdened with the claim of the Commonwealth for the penalty incurred for violation of the law.

Since the general adoption of electricity as a motive power for street cars, the granting of charters for street railways has greatly increased. Eight years ago there were only about sixty street railway companies in Pennsylvania. On the list for this year there appear the names of 489. A majority of these corporations have no lines built, and but few of them will ever be constructed. In some cases organizations are hurriedly made and charters secured, without sufficiently counting the cost of construction and equipment, or ascertaining with any degree of care what the probable return would be on the necessary investment. In some cases, two or more charters have been granted for the same or parts of the same route or streets, which has prevented construction until adjustment of the interfering rights, or until by recourse to law the rights of the contesting parties has been legally determined. In the case of those corporations whose lines have not been built, or whose charters were applied for and secured without any intention of immediate construction, the controlling motives of the incorporators in securing rights and franchises seems generally to have been that of speculation. Charters of this kind may be found all over the State. In some cases, perhaps, the incorporators have seen rival companies move off with the rights which they sought to acquire and hold to the exclusion of others. In cases of this kind, where there is a failure to realize what the incorporators intended, it is difficult to find any one who will exercise any authority over such dormant corporations. Unless there has been a decree of court of competent jurisdiction, dissolving the corporation, or a merger into or consolidation with some other street railway corporation, the Department requires reports to be made as the law directs.

In many cases the express companies through whom the blanks have been sent for the report failed to find any officer of the corporation to receive the blanks. In some cases when the officers were found they absolutely refused to receipt for the blanks, and in some instances would not acknowledge themselves to be interested in the corporations named. Letters addressed to the officers of the corporations have been returned, and no replies could be obtained to the telegrams sent from the Department. In many such cases the Department has sent a personal representative to ascertain, if possible, whether the corporation has in whole or in part constructed its proposed line; if not, whether it contemplates doing so in the future; or, if the enterprise, as originally contemplated, has been entirely abandoned. When from the evidence thus ascertained the Depart-

ment has been assured that the enterprise has been abandoned, the name of the corporation has been stricken from the list. It is understood, of course, that in such cases there has been no dissolution by decree of court of competent jurisdiction, or a merger into or consolidation with any other corporation, as authorized by law, but where charters have been granted, as before indicated, for speculative purposes and nothing has been done in the way of construction, and it is plainly evident that the enterprise has been permanently abandoned, it has seemed entirely in harmony with the proper discharge of public duty to strike the names of such corporations from the list that it may no longer be a burden in the administration of the affairs of the Department. It often occurs that upon sending out delinquent notices the officers of the corporations claim that no blanks had been furnished them. The Department is able, however, in nearly all such cases, to disprove this statement, as the blanks, which the law requires shall be sent out on or before the first day of May, are always sent by express or registered letter and receipts secured from the persons to whom they are delivered. This action seems to be necessary in order to have at hand the proof that the Secretary of Internal Affairs has discharged the duty imposed upon him by the act of 1889 before referred to, and for the further reason that it would be difficult to impose or collect the penalty for delinquency if the Department had not complied with the law as to the furnishing of blanks. A list of the corporations whose names have been stricken from the list by reason of the abandonment of the enterprise contemplated at the time of incorporation is published elsewhere in the report, as well as a list of the corporations that have ceased to exist by reason of decree of court dissolving them, or whose lines have been merged into or consolidated with other lines. The policy of the Department, now well established, is that every steam railway, street railway, canal, telegraph or telephone company which shall hereafter neglect or refuse to make the report required by the act of 1889, in the form and manner prescribed by the Secretary of Internal Affairs, shall be certified to the Attorney General for delinquency and he be requested to collect the penalty imposed. There cannot be a strict discharge of duty by the Secretary of Internal Affairs, if companies refusing to make reports shall be allowed to escape the penalty provided by law. A rigid enforcement of the law and this rule of the Department will avoid the necessity of a great amount of expense on the part of the State to secure these reports, as well as a great amount of work in the administration of the Department.

For the first time, the Department has fully adopted, for the use of steam railways, the blank as prepared by the Inter-State Commerce Commission, and it will hereafter be used in obtaining returns

from this class of corporations. The only change has been in the addition of some questions for the purpose of obtaining information pertaining alone to the State of Pennsylvania. This blank has been very generally adopted throughout the United States, and the fiscal year covered by the report closes on the 30th day of June, the date adopted by the Government of the United States in its regulation of inter-state commerce. On page 7 of the report, the names of the officers are given. On page 9 the mileage of the line of road is given, whether main line, branches or spurs; whether leased, operated under contract or under trackage rights. The information thus obtained is compiled and consolidated and published as table D. On page 17, information is given in regard to the capital stock, the number of shares authorized, the par value and the amount outstanding, This information appears in table A. On pages 19 and 21 the amount of bonded indebtedness of all kinds is given, and this, together with other funded and unfunded indebtedness, is compiled and consolidated and published as table B. On page 29, a detailed statement is given of the cost of road and equipment. This information appears in table C. On page 31, the income accounts are noted, and from the information on this page and that on page 45 table J is prepared. Tables are also compiled with reference to passenger and freight earnings and expenses of all kinds, whether of maintenance of way and structures, construction and equipment, transportation or general expenses. A comprehensive exhibit of the financial status of the corporation is given in the balance sheet on pages 49 and 51, wherein is clearly set forth the cost of road, cost of equipment, stocks owned, bonds owned, other permanent improvements, lands owned, cash and current assets, equipment trust payments, materials and supplies, sinking fund, sundries, profit and loss. On the other side of the balance sheet is found the capital stock, funded debt, current liabilities, real estate mortgages, accrued interest on funded debt, profit and loss. From these balance sheets are compiled interesting data concisely exhibiting the financial standing of the corporation. On page 59 detailed information is given regarding the general officers, employes of all classes, total number of days worked by each class during the year, total yearly compensation and average daily compensation. This detailed information is assigned to the four accounts of general administration, maintenance of way and structures, maintenance of equipment, and conducting transportation. On page 61, most interesting statistics are given with reference to passenger and freight traffic, embracing the number of passengers carried, number carried one mile, cost of carrying one passenger one mile, receipts per mile from each passenger. Similar information is given in regard to the total number of tons of freight carried, the number of tons carried one mile, cost of carrying one

ton one mile, and receipts per ton per mile. On page 63, from which information is also arranged in tabular form, is given the number of tons of freight classified with reference to products of agriculture, products of animals, products of mines, products of forest, products of manufactures. Under these five readings are many subsidiary classifications, and when the questions in regard thereto are fully and correctly answered, it is possible to show the increase and decrease in all of the classifications named. On page 65 information is given with reference to the number of locomotives, passenger cars and freight cars owned by the company, or leased by it. From this information table E is prepared. On page 71 is given the number of accidents, which are classified with reference to employes, passengers, and other persons, and under these heads is given the number killed and injured. There is also a classification of those designated as other persons, to indicate the trespassers and non-trespassers This information is compiled and published as table L.

Similar data are compiled, consolidated and published with reference to street railways, canal, telegraph and telephone companies. There are 424 steam railway corporations, 489 street railways, 25 telegraph and 9 telephone companies, making a total of 947. Of these, 764 have reported, and 154 have been stricken from the list, either on account of the dissolving of the corporation by decree of court or through merger or consolidation or by abandonment of the enterprise contemplated when charter was granted. The changes have been so rapid in street railway organization and management, the transition from horse to electric power involving so many complications, that the Bureau has scarcely been able to keep pace with the necessary changes in the arrangements of blank reports.

The preparation of blanks and delivering them to the corporations, the endless and ever-increasing correspondence incident to the securing of reports, the compilation of data therefrom, the arrangement of this information in convenient and comprehensive manner in the consolidated tables, the editing of the report, the supervising of its publication and distribution, the investigation of complaints made against corporations under the Constitution and laws, the searches made for delinquent corporations, all these things involve a prodigious amount of labor and demand the best thought and the closest application of those conversant with the important subjects covered by the report.

No other state in the Union has so large railway interests as Pennsylvania, but no state, it is believed, however small, makes so little provision for a proper enforcement of the law. The state of New York has three railway commissioners at a salary of $8,000 each per year, assisted by a force sufficient to enable them to execute the laws relative to railway supervision and railway statistics. While the

railway publications in Pennsylvania are, perhaps, no discredit to the State, it belittles the State and reflects no wisdom on the Legislature in that all the duties pertaining to railway statistics and railway supervision are performed by the person in charge of the Bureau of Railways, assisted by two and sometimes by only one clerk.

EFFECT OF THE GENERAL BUSINESS DEPRESSION UPON THE RAILWAYS OF THE UNION.

From the reports of the statistician of the Interstate Commerce Commission, for the year ending June 30, 1894, a fairly clear comprehension may be obtained of the wide-spread depression that has paralyzed the business interest of the United States for some time past. In the railway report of this State for last year, which covered the same period covered by the report of the statistician of the Interstate Commerce Commission referred to, we made some extended observations relative to the influence the depressed period had upon the railways of Pennsylvania. At that time no figures were at hand as to the extent of the disastrous effect upon the railway interests throughout the country; such figures are now at hand and furnish a pretty sure index to the unfortunate condition existing not only among railway interests, but as well in all kinds of commercial and manufacturing interests. In the entire history of railway development there has never been found a period so prolific with disaster as that ending June 30, 1894. The year closed with 192 railway corporations in the hands of receivers. One hundred and twenty-six had been consigned during the year, and most of the others in the year immediately preceding. Most of these roads were those of great mileage, and the entire mileage of roads so in the hands of the law amounted to 40,818 81-100 miles, and covered a capitalization of two and one-half billions of dollars, or in round numbers fully one-fourth of the entire steam railway capitalization of the United States. Of the stock capitalization, amounting to $4,834,075,659, more than sixty-three per cent. has paid no dividends, while of the $5,292,612,815 funded indebtedness no interest whatever was paid on nearly one million dollars of such funded indebtedness, and of the whole amount, more than fifty-three per cent. paid not over four per cent. interest. Interests in every commodity that make up our commerce have been seriously affected, as is shown by these statistics in the falling off of the shipments of the products of farms, forest, mine and factory. Whether railway interests have suffered more or less than other interests cannot be easily determined; but certain it is that when railways are prosperous, as they usually are when there are large shipments,

the rule is pretty general that nearly all other interests are prosperous. The converse of this proposition is undoubtedly equally true. The railway security holder, the manufacturer, the farmer, the miner, the lumberman, all participate in the stagnation of business in depressed times; but while these have suffered, the class of people usually designated as laborers has suffered most. The holder of railway securities can easily, in most cases, forego the drawing of dividends on his stock or the receipt of interest on his bonds, but the man who has worked upon the track, on the train, or in the yard, in the factory or elsewhere, and has but his daily earnings with which to supply his wants, has suffered most. When business depression necessitates the discharge of men from railways, there is usually a dearth of other lines of employment, and we cannot therefore assume that a thousand men who leave the service of the railway to-day, because there is nothing for them to do, can be found tomorrow in the factories or in some other line of business; for all other interests are discharging employes when such action is taken by railway managements. One has but to examine these railway statistics for 1894 to glean some knowledge of the affliction that railway laborers have undergone. In 1893 there were employed in the United States 873,602 persons in the steam railway service, and in 1894 there were 779,608, indicating a decrease of 93,994. To the careful reader there is much in these figures for reflection. Remembering that the aggregate strength of the first, second, third, fifth, sixth, eleventh and twelfth corps, which constituted the Army of the Potomac that came to fight in the battle of Gettysburg, was less in numerical strength than the men discharged from the railways of the United States in the year ending June 30, 1894, will impress the thoughtful everywhere with the magnitude of the business depression which has afflicted and to a large extent now afflicts what were a most prosperous people. In 1891 the railways of the United States gave employment to 784,285 persons; in 1892 to 821,415 persons; in 1893 to 873,602 persons, and in 1894, as before stated, to 779,608 persons. The percentage of increase in employes from 1891 to 1892 was about 5 per cent.; from 1892 to 1893 about 6½ per cent., and an equivalent increase from 1893 to 1894 would have shown about 926,000 employes. From these figures it is not difficult to see that had there been maintained a similar percentage of increase in the number of employes, in 1896 there would have been upwards of one million persons in the railway service of the country.

If we examine the data referred to above with reference to the average daily compensation paid, we shall find that there has been little or no reduction. At first this may be somewhat surprising, but it is a condition that can easily be accounted for, in that when so many men are discharged, those to whom the lowest wages are

paid (and this is the most numerous class) are first to be discharged. The high officials and the skilled workmen of all classes are the last to have their wages reduced and the last to have their services dispensed with. Hence it follows that the worst sufferers among railway employes, whose services have not been required during the stringent times are those who were the least prepared for such an emergency, and it is not presumptious to assume that the families of such discharged employes have been at least compelled to forego many of the luxuries, if not to suffer for the actual necessaries.

The falling off of business is also clearly shown in the number of passengers carried. In 1893 there were carried by all the railways in the United States 593,560,612 passengers, while in 1894 there were but 540,688,199, a falling off of 52,872,413. The depressed condition of business interests is more forcibly shown in the figures which show the falling off in tonnage in the year 1894. In that year the number of tons carried was 638,186,553, while for the previous year it was 745,119,482, or a reduction of 106,932,929 tons. Such a percentage of decrease in the transportation means much more than reduced revenues to railway companies. Again, it is found that in receipts from operations there has been a falling off of $147,390,077, the total amount received being $1,073,361,797. In the net income, after deducting fixed charges, operations, etc., there is left, as a fund from which dividends may be paid only $55,755,970, which, based on capital stock of $4,834,075,659, is less than two per cent.; that is, assuming that the capital stock of the railways of the United States means an investment of $4,834,075,659, the net income as given above, shows an average of less than two per cent. return on such an investment. Indeed, the railway earnings in the United States for 1894 are a discouraging exhibit in any way we may look at them. There is a decrease of $147,390,077 in gross earnings, a decrease of $50,883,100 in net earnings, and a decrease of $6,832,810 in the income from other sources than operation. A vast difference is exhibited when compared with the four preceding years. In 1890 there was an increase of $87,061,503, in 1891 an increase of $44,883,763, in 1892 an increase of $74,645,948, in 1893 an increase of $49,344,531, and in 1894 a decrease of $147,390,077. The year 1893, as will be remembered, was noted also for depressed conditions, but the railways were saved to some extent that year by the World's Fair traffic. These figures represent a condition produced by the hard times, from which it is seen that the holders of railway securities in the United States have realized but a small return on their investments, for the year ending June 30, 1894.

The deductions above are largely from the conditions surrounding railways as they existed June 30, 1894, since which time there have been no returns completed to show with certainty the changes

which have occurred in the United States. In Pennsylvania the data at hand cover the past year, and show conditions somewhat more favorable, and whatever improvement is shown in the Pennsylvania railways reporting to the Department, undoubtedly reflects similar changes in railways throughout the country. Notwithstanding the improvements for the year 1895, compared with the situation as it existed in 1894, the result of the year's business is far behind what it would have been had there been no stagnation in business. For instance, the number of persons employed for the year was 193,161. In 1894 there were 176,228. This alone shows a commendable increase; but when it is known that in 1891 there were 187,656; in 1892, 213,573, and in 1893, 200,158, it is at once seen that the number employed now is at least 25,000 less than it would have been had there been kept up the proportion of increase observed in the returns covering the prosperous years. Again, in looking at the number of passengers carried, the effect of hard times is seen. This year the number of passengers carried is 125,445,825. In 1892 the number was 140,190,599. In 1893, 152,460,840; in 1894, 134,798,580. These comparisons alone suggest what has happened to the railway interests. Again, in tonnage, for 1892 there were 290,480,712 tons carried. In 1895, there were 273,975,677 tons. So in the revenue from operations. In 1892 it was $269,856,555.80; in 1893, $277,537,303.90; in 1894, $238,037,529.17, and for 1895, $246,131,804.85. True, these figures indicate a favorable condition as between the years 1894 and 1895, but when the possibilities are taken into consideration, had the prosperous times continued, insuring the same percentage of increase during each year from 1891 to the present time, the revenues from the operations of the railways reporting to the Department would have been nearly if not quite three hundred million of dollars, instead of two hundred and fifty-six, as above indicated. These observations as to the business depression as affecting railway interests are made with a view of showing present conditions as compared with those heretofore existing. It is an effort to deal with facts as they are found. It is beyond the province of the Bureau of Railways to make investigations as to the causes of the wide-spread havoc to railway and other interests that have come up all with about the same disastrous results. Many opportunities have been denied business enterprises, and possibilities have been destroyed, but with all this, the signs are most encouraging for the future, and it is entirely possible that the country is approaching an era of prosperity which will be clearly apparent in the improved conditions of railways and which will be disclosed by future reports of this Bureau.

CAPITALIZATION.

The total outstanding stock capitalization of steam railways is reported at $946,312,950.41. The funded or bonded indebtedness is reported at $962,284,539.66; making a total stock and funded debt capitalization of $1,908,597,490.07, independent of current liabilities, which are reported at $123,907,682.22, and which, if added to the above, make a grand total of capitalization of $2,032,505,172.29. The five companies having the highest stock capitalization are the Pennsylvania, $129,299,750; New York, Lake Erie and Western, $86,373,600; Lake Shore and Michigan Southern, $50,000,000; Pittsburgh, Chicago, Cincinnati and St. Louis, $47,688,601; New York, Pennsylvania and Ohio, $44,999,350; or a total of $358,361,301. These five companies last year showed a stock capitalization of $358,514,891. It will be seen, therefore, that there has been but a comparatively slight change in the stock capitalization of these companies during the year, and that a reduction. The New York, Pennsylvania and Ohio is included in this list, although its stock capitalization is but little beyond that of the Philadelphia and Reading. Turning to the funded debt capitalization, we find that these companies report as follows: Pennsylvania, $78,805,840; New York, Lake Erie and Western, $81,537,167; Lake Shore and Michigan Southern, $45,016,000; Pittsburgh, Cincinnati, Chicago and St. Louis, $48,073,700; New York, Pennsylvania and Ohio, $124,377,345; or a total bonded capitalization of $377,810,052, and a total of stock and funded debt capitalization of $736,171,353. While these roads have the highest stock capitalization, it is found that the same condition does not exist with reference to bonded indebtedness, as the Philadelphia and Reading, although having a smaller stock capitalization than any of the five companies named, has a bonded indebtedness far in excess of any of these companies. The total stock and bonded capitalization of these five roads was last year $383,742,551. Add to this the current liabilities amounting to $34,756,865, and we have a total capital of $770,928,218. The current liabilities are reported at $33,596,493. It is creditable to the management of these roads, from a financial point of view at least, that there has been so little increase in current liabilities and bonded debt during the stringent times through which they have recently passed. In the next report it is probable that the New York, Pennsylvania and Ohio will cease to play so conspicuous a part in the figures making up the stock and bonded capitalization, as it is learned on what seems to be good authority that a plan of re-organization, merger or con-

solidation has been agreed upon by which the road is to become a constituent part of the old Erie system and abandon its original charter.

From the returns made to the Interstate Commerce Commission for the year ending June 30, 1894, it is found that there is a stock capitalization of $4,834,075,659, or an average of $28,186 per mile. The funded or bonded capitalization is found to be $5,356,583,019, or an average of $31,233 per mile. This, independent of current liabilities, leaves the combined stock and bonded debt capitalization of the railways in the United States at $10,190,658,678, or an average of $59,419 per mile. Other forms of indebtedness exist amounting to $605,815,135, and when added to the above makes the grand capitalization for the year 1894 $10,796,473,813, or a total average per mile of $62,951.

It is a significant fact that while the entire railway capitalization of the United States is a little over ten billions of dollars, more than two billions, or one-fifth of that amount are represented in the capitalization of the railways reporting to this Department under the laws of Pennsylvania.

COST OF ROADS AND EQUIPMENT.

The total cost of roads and equipment reported for the year is $1,579,857,035. A comparison is made with the six preceding years, with a view of showing at a glance the increase in capitalization necessitated by new construction, extensions and betterments.

1895, ...	$1,579,857,035
1894, ...	1,538,501,235
1893, ...	1,519,314,868
1892, ...	1,503,242,958
1891, ...	1,412,642,276
1890, ...	1,308,043,742

It is not necessary to look into the revenue accounts of the railways to discover that the hard times had a serious effect upon their affairs; this fact is evidenced by the falling off in the percentage of increase of cost and equipment. It shows most conclusively that there has been but little inducement to make further investment in railway construction or improvements beyond what has been actually necessary for a proper maintenance of the lines. An examination of

figures here given will show that in the prosperous days of 1890, 1891 and 1892 there was a great increase made in the cost of road and equipment, which indicates that the railway managers were expending money freely in this direction, and that entirely new enterprises were inviting investment.

From 1890 to 1891 there were more than one hundred million dollars added to the cost of roads and equipment, and from 1891 to 1892, more than ninety millions. Here the tide changed and the annual percentage of increase in each of the three following years was very small compared with the years 1890 to 1891 and 1891 to 1892. From 1892 to 1893 the increase was about sixteen million dollars; from 1893 to 1894 about nineteen million dollars, and from 1894 to the close of the fiscal year covered by this report, $41,355,800.

There are eight great railway corporations whose cost of road and equipment is given at more than fifty millions of dollars. These roads are the New York, Pennsylvania and Ohio; New York, Lake Erie and Western; Pennsylvania; Philadelphia and Reading; Pittsburgh, Cincinnati, Chicago and St. Louis; Lake Shore and Michigan Southern; Western New York and Pennsylvania; Pittsburgh, Fort Wayne and Chicago.

The following table exhibits the cost of road and equipment as compiled from the reports of these corporations for the six years from 1890 to 1895 inclusive.

Table showing cost of road and equipment of the companies named for the years ending June 30, 1890, 1891, 1892, 1893, 1894 and 1895.

	1890.	1891.	1892.	1893.	1894.	1895.
New York, Pennsylvania and Ohio, ...	$157,164,043	$159,755,972	$162,250,480	$164,790,619	$167,960,752	$169,442,215
New York, Lake Erie and Western, ...	161,145,923	161,621,092	162,739,413	163,598,371	163,827,796	164,333,936
Pennsylvania, ...	88,735,287	94,003,316	99,075,027	110,548,302	112,035,921	112,981,705
Philadelphia and Reading, ...	98,125,807	102,019,897	105,668,096	108,799,521	107,629,543	109,872,399
Pittsburg, Cincinnati, Chicago and St. Louis,	21,758,861	84,974,584	90,283,270	93,161,827	93,517,838	93,615,304
Lake Shore and Michigan Southern, ...	84,000,000	84,000,000	84,000,000	84,000,000	84,000,000	84,000,000
Western New York and Pennsylvania, ...	61,500,738	62,507,636	62,794,876	62,981,221	63,130,882	51,381,079
Pittsburg, Fort Wayne and Chicago, ...	43,664,921	44,653,578	45,668,763	46,147,804	48,255,624	50,171,828
Total, ...	$716,095,580	$793,536,075	$812,479,635	$835,027,665	$841,058,356	$835,798,466

These figures show a condition similar to that indicated by the figures herein before given regarding the aggregate cost of all roads and equipments. In the prosperous period referred to, we find that

these roads expended for construction and equipment large amounts. For the year ending June 30, 1891, there was an increase of sixty-seven millions, for the year 1892 eighteen millions, and for the year 1893 twenty-one millions. The figures for the years 1894 and 1895 show the changed condition. In the former year there was an increase of only about seven millions of dollars and in the latter year there was an actual falling off of upwards of five millions of dollars. This decrease for the last year may be accounted for by the fact that there was a re-organization of one of the companies named, and in the change some items have probably been dropped or re-adjusted, by which the total cost of road and equipment has been greatly reduced. It is certain, however, that during the last year these eight powerful corporations, which transport so great a percentage of passengers and freight, have added to their capitalization but trifling amounts in the way of cost of road and equipment.

From the figures given by these corporations it is found that the average cost of road and equipment per mile of road has been as follows.

New York, Pennsylvania and Ohio,	$396,988
Lake Shore and Michigan Southern,	97,771
New York, Lake Erie and Western.	302,396
Pennsylvania,	213,705
Philadelphia and Reading,	336,001
Pittsburg, Cincinnati, Chicago and St. Louis,	85,861
Western New York and Pennsylvania,	81,169
Pittsburg, Fort Wayne and Chicago,	106,773

For many years railroad reports and official data have referred to the New York, Pennsylvania and Ohio as one of the roads whose capitalization had passed through the process of diluting to a degree not often acquired, even by the most visionary railway magnates. It is true that the railways of Pennsylvania have a greater capitalization, or show a greater cost per mile of road, than those of most other states; but there are cogent reasons for this apparent excessive cost. First, there is no state in the Union whose railways are so generally on the advance line of perfection; and second, there is no state in the Union where railway construction has been more expensive. Traversing and tunneling great mountains, bridging numerous and broad rivers, constructing double, triple and quadruple tracks, together with the expenditure of extraordinary amounts for rights of way in rich farming regions and numerous municipalities, and the securing of the best terminal facilities, have made the railways of Pennsylvania show an exceedingly high rate of cost per mile of road. No person conversant with the cost of railway equipment and railway construction can fail to observe the almost limitless cost

of constructing and equipping the Pennsylvania Railroad. Its equipment is superb, and is always maintained in the most improved, substantial and perfect manner; its road bed is perfect, and its stone and iron bridges are the best product of engineering skill. The design of the company seems to be to conserve the convenience, safety and comfort of its patrons. All these things have made the cost and equipment of the Pennsylvania road the high figure given above; but the security holders, the patrons and the citizens of Pennsylvania generally have the satisfaction of knowing that although the cost has been enormously large, the "Pennsylvania" is acknowledged, both in Europe and America, to be the most perfect railway organization on the globe. The extraordinary expenses that have made the Pennsylvania road cost so much per mile will apply in a great degree to other Pennsylvania companies. It cannot, however, be claimed that these causes have produced the high per mileage cost of the New York, Pennsylvania and Ohio. Its line of road is through a territory where right of way was generally inexpensive, and the style of construction was not of the most expensive character, as it is but a single track line. It had no mountains to traverse, no great rivers to bridge, no expensive municipalities to deal with, and it certainly has never been burdened with expensive terminal facilities. Indeed, it is hard to account for the high per mileage cost of this road. The average cost of railways and equipment in the United States is not far from $63,000 per mile. By comparison with the cost of roads in this section, it will be seen that there is a great disparity.

There are some shortline roads in Pennsylvania whose average cost per mile is much greater than that of the New York, Pennsylvania and Ohio. This is due in most cases to the great expense incurred in procuring rights of way, and also to the fact that but little or no part of the line is inexpensive, and there is therefore no chance of reducing the average. For instance, the cost of construction alone of the Connecting Railroad is given as $509,805; the Ohio Connecting, $403,669; the Schuylkill River East Side, $818,181. The cost of the Philadelphia and Reading Terminal, which includes the expenditure for one of the most magnificent and expensive stations in the world and for the right of way through the city of Philadelphia, is reported as $7,926,031 per mile. This road is only a little over a mile in length.

There are, however, only a few roads that have so high a degree of cost per mile.

RAILWAY EQUIPMENT.

The total cost of railway equipment, as ascertained from the data reported, is $183,585,811.38. For the year 1894 it was $176,423,962.58; 1893, $174,990,345.18; 1892, $163,738,314.34; 1891, $159,285,199.73.

The reports for the year just closed indicate that the total cost of equipment, $183,585,811.38, includes equipment now in use as follows: 9,760 locomotives, 6,785 cars in passenger service, 329,606 cars in freight service, and 11,243 cars in the service of the railways for maintenance, construction, etc. In addition to these there are in the fast freight service 29,426 cars. There are also 77,783 leased cars. Of this equipment it may be said that it is largely owned by a few companies. The ten companies named in the table below own the greatest amount of the equipment. This table also shows the number of locomotives and cars owned by each of the companies, as well as the total number.

	Number of locomotives.	Number of passenger cars.	Number freight cars.	Number cars in company's service.	Total number cars owned.
Buffalo, Rochester and Pittsburg,	137	53	6,850	238	7,141
Delaware, Lackawanna and Western,	246	216	17,585	333	18,134
New York, Lake Erie and Western,	666	647	28,620	352	29,619
New York, Chicago and St. Louis,	148	59	7,114	81	7,254
Northern Central,	191	160	9,406	416	9,982
Pennsylvania,	1,803	1,749	61,908	3,860	67,517
Philadelphia and Reading,	784	741	28,961	684	30,386
Pittsburg, Cincinnati, Chicago and St. Louis,	442	362	10,708	322	11,392
Pittsburg, Fort Wayne and Chicago,	348	310	9,755	162	10,227
Western New York and Pennsylvania,	150	123	8,120	379	8,622
Total,	4,915	4,420	189,027	6,827	200,274

Comparing the number of locomotives and cars owned by these ten companies with the total of those owned by all the companies reporting, it is found that these ten own fifty per cent. of all the locomotives, sixty-four per cent. of all the passenger cars, and fifty-seven per cent. of all freight cars. For the year ending June 30, 1894, there were in the passenger service of the railways of the country 9,893 locomotives, and in the freight service 20,000. In addition to

these there were 5,086 switching locomotives and 513 locomotives unclassified, making a total of 35,492. These figures indicate an increase of 704 over those in use in the previous year. This increase though seeming to be quite large, is much less than is found in the reports of previous years. In the year ending June 30, 1891, there was an increase in locomotives of 1,999 over 1890. In the passenger service of the railways of the country for the year ending June 30, 1894, there were 33,018 cars; in the freight service, 1,205,169 cars, and other cars for special purposes, 39,891; making a total of cars in the United States of 1,278,078. These figures indicate an increase for the year of 4,132. Again the financial depression is seen in the small increase of this species of rolling stock, for in the year ending June 30, 1893, there had been an increase in the number of cars of over 58,000.

The number of cars given here does not include those in use on the railways owned by private shippers or by corporations or transportation companies other than common carriers. While the number of such cars is large and probably increasing in a greater per centage than the cars belonging to the common carriers, no statistics are compiled by the Interstate Commerce Commission to determine the number of them in use in the United States. Nor is it possible to determine what percentage of the tonnage is carried in such cars, or what inroad the owners of such cars make upon the transportation interests, which, it would seem, properly belong to the common carrier; or, indeed, to ascertain how far the proper revenues of the common carriers are diverted to the pockets of the owners of these cars. Certain it is that the use of shippers' cars and the cars of corporations, firms and individuals other than common carriers, furnishes the most prolific source of discrimination in the transportation problem that now imperils so many business enterprises. The scheme has fastened itself upon the common carriers and deprives them of a revenue, to which in all fairness they are entitled; and, besides, it has for years carried disaster to many firms, corporations and individuals not parties to the scheme. At a recent national convention of Railway Commisioners, a representative from the Department of Internal Affairs, read a paper on this subject, which is here inserted. One has only to make a careful study of this subject to be convinced that the scheme is a most pernicious one, and sound public policy and fairness to all demand either its abolishment or the most rigid regulation and supervision.

Report of Committee on Abuses Caused by the Use of Shippers' Cars in Railway Equipment.

During the closing hours of the last National Convention of Railway Commissioners with the Interstate Commerce Commission a

committee was appointed with instructions to make a report with reference to the abuses caused by the use of shippers' cars in railway equipment. Of this committee the Hon. John E. Sanford, president of the Massachusetts state commission, was made chairman, and under the usual practice would have prepared the report authorized as stated. It is to be regretted that the distinguished gentleman, the executive officer of a commission so noted for eminent service, should be unable to be here, and still more to be regretted that the members of the convention are deprived of the benefit and pleasure of having presented to them his views on a subject so important both to the public and the railways, and especially to those who, as officials, are concerned in railway supervision.

Some time ago notice came to me from our efficient secretary of the inability of Mr. Sanford to be present, and informing me that on account of my position on the committee the duty of preparing the report would devolve upon me.

The department of the State government with which I am connected in Pennsylvania has no authority in reference to the question covered by this report, nor, indeed, by specific enactment, over the general question of unjust discrimination by common carriers; but as I have been a member of all the conventions heretofore held, and realizing the great benefits to be derived from the discussions, the comparison of views, and the concensus of opinions on the many railway problems considered, I deem it a duty for all of us to contribute, according to our opportunities, to the continued success of these conferences, and I therefore offer no other excuse for not declining to prepare a report.

In the early days of American railway development there was little uniformity in the laws regulating the construction, equipment, privileges granted, reciprocal duties required, or, indeed, as to the physical or financial management and operation of railways. Probably the greatest diversities existed with reference to the privileges given in the acts of the Legislautre by which these corporations were given existence. The clamor of the people for railway construction and the influence of railway projectors with the several state legislatures resulted in the bestowing of special and sometimes extraordinary privileges and the conferring of arbitrary powers. The privileges on the one hand and the restrictions on the other, not being measured by any general enactments or any well defined policy, depended upon the sentiments of the people, the influence of the railway projectors, and the judgment or lack of judgment of the legislatures, whose power in those days was unlimited by any constitutional prohibition. This lack of harmony and the many incongruities in the original acts of incorporation have become the prolific source of litigation and contention that followed in the pathway of

railway development until a few years ago, when general laws were passed in most of the states providing for greater uniformity as to the rights granted and reciprocal duties required.

In the reports of the Interstate Commerce Commission to Congress and the papers heretofore read in these conventions it has often been said that there is no obligation resting upon railway corporations to convey over their lines the cars of persons and associations other than those of common carriers, and while we do not presume to take issue on this question, assuming that the statements were made with reference to the powers and limitations given in the act to regulate interstate commerce, we must take a different view of the relations existing under the original acts of incorporation. In Pennsylvania, and, we presume, in other states of the Union, a railway was originally a public highway, differing from the turnpike more with reference to facilities for transportation than in any other way. All the early enactments, so far as we can discover, declared railways to be public highways, and under such regulations as the managers adopted, all persons had the right to convey or have conveyed their commodities, wagons, carriages, or other conveyances. Turnpikes, railways, and canals were all considered as being similar with reference to the rights of the public, and were all authorized and did make charges for toll as distinguished from rates of transportation. Toll in those days, when applied to transportation, uniformly meant a charge for the right to pass a vehicle of transportation over or through a public highway. It seems, however, that a few years' experience demonstrated that it was unwise for a shipper to furnish the power of locomotion, for in subsequent acts, while the railways were still required to haul the cars of persons, firms and associations, exclusive rights were given them to furnish their own power. This departure from the original idea is found in the act providing for the organization of the Pennsylvania Railroad Company in 1846. Here again we find it to be the duty of a railway company not only to transport the merchandise and commodities, but also the cars and other vehicles containing merchandise offered for transportation by anyone. Rates of toll and rates of motive power were specially provided for in section 21 of the act, which reads as follows:

"That upon completion of said railroad, or any part thereof, the same shall be esteemed a public highway for the conveyance of passengers and the transportation of freight, subject to such rules and regulations in relation to the same, and to the size and construction of wheels, cars, and carriages, the weight of loads, and all other matters and things connected with the use of said railroads as the president and directors may prescribe and direct: Provided, That the said company shall have the exclusive control of the motive power, and may from time to time establish, demand, and receive

such rates of toll or other compensation for the use of the said road, and of said motive power, and for the conveyance of passengers, the transportation of merchandise and commodities and the cars or other vehicles containing the same, or otherwise passing over or on said railroad as to the president and directors shall seem reasonable: Provided, however, nevertheless, That said rates of toll and motive power charges, so to be established, demanded, or received, when the cars used for such conveyance or transportation are owned or furnished by others, shall not exceed two and a half cents per mile for each passenger; three cents per mile for each ton of two thousand pounds of freight; three cents per mile for each passenger or baggage car, and two cents per mile for each burden or freight car, every four wheels being computed a car; and in the transportation of passengers no charge shall be made to exceed three cents per mile for through passengers and three and a half cents per mile for way passengers."

Thus we see there was a positive and legal obligation resting upon the railway companies to convey over their lines the cars of shippers, and this legal obligation is especially enjoined in the original acts of incorporation. We find also in the Supreme Court decisions that this question has been several times passed upon. In the Cumberland Valley Railroad Company's appeal, 62 Pennsylvania State Report; in Sanford v. Railway Company, 24 Pennsylvania State Report; in Mallery v. Tioga Railroad Company, 39 New York State Report; in Boyle v. Philadelphia and Reading Railroad Company, 54 Pennsylvania State Report; and in many other cases we find extended adjudications of this question. From the original act cited, and the opinions of the Supreme Court referred to, we may assume that the proposition is clearly established, so far as Pennsylvania is concerned, that the owners of cars had a legal right to demand and to have their cars hauled by the common carrier. Such seem to have been the rights of individual owners of cars from the early days of railway development, and there seems to have been no change by specific enactment down to the present day, though the fundamental law of the State, adopted in 1873, contains an element of uncertainty on the subject, as no mention is made in regard to the transportation of the cars of others than those of common carriers. In that instrument it is declared that railway companies shall receive and transport the passengers, tonnage and cars of each other, loaded or unloaded, without delay or discrimination, and that all individuals, associations, and corporations shall have equal rights to have persons and property transported over railways and canals.

It is proper to say also that the Supreme Court in recent decisions has not anchored itself very strongly to the original ideas in regard to the rights of those who own their cars. The trend of public senti-

ment, coupled with a due regard for sound public policy, is diverging from the primitive ideas expressed in the early acts. Indeed, it can not be gainsaid from the evidence that is found in the experience of both railway corporations and in the regulation of the commerce of the nations, that as experience demonstrated that it was unwise for the shipper to furnish his own motive power, so now it seems to be a better policy that the facilities for transportation should not only be controlled, but be absolutely owned by the common carrier. The law to regulate interstate commerce, like our Pennsylvania constitution, is somewhat silent on the subject, or at least there seems to be no specific provision as to the rights of owners of private cars or the duties of the common carriers in relation thereto. The question, however, early found its way to the Interstate Commerce Commission for adjudication, and the decisions from the beginning have been free from all elements of uncertainty. It may be said that it is well settled so far as relates to the transportation of interstate commerce, that the national authorities have no power to require the common carrier to haul the cars of shippers, whether owned by individuals, firms or corporations. In the case of Burton Stock Car Company v. The Chicago, Burlington and Quincy Railroad Company, reported in the Interstate Commerce Report, Vol. 1, the law is clearly stated. The complainant, although a corporation organized for the purpose of constructing a special kind of stock car, which it rented to railways and to shippers for the purpose of transporting live stock, was declared not to be a common carrier within the meaning of the act to regulate interstate commerce.

The facts in the case, upon which decision was made, show that this stock company owned no railway; that independent of railways it had no franchise or rights of any kind by which it could move freight any distance whatever; that there was no duty devolving upon it to supply cars to the public or to any shipper whomsoever; that it was at liberty to refuse or accept any proposition made with a view of furnishing its cars, no matter what terms may have been offered, and that here was no law by which the State or nation could make demands upon it, or that the public interests could be conserved unless it suited its own pleasure to respond to such demands. There was no mutuality of interests between it and the common carrier—there was no reciprocity between it and the railway, for the reason that neither by law, by existing facts, or by any possibility whatever could it receive, exchange, and transport the tonnage, merchandise, or other commodities, or haul the cars of common carriers. The Commission, therefore, finding that the Burton Stock Car Company lacked all these elements of a common carrier, declared that it had no legal right to acquire the hauling of its cars by a common carrier. This same principle was again fully sustained in the case of the

Worcester Excursion Car Company v. The Pennsylvania Railroad Company, in the Second Interstate Commerce Report. Again we find the same opinion expressed in the mandamus proceedings of the United States circuit court for the northern district of New York, growing out of the case of the American Live Stock Transportation Company v. The Delaware, Lackawanna and Western Railroad Company. In several other cases there has been no departure taken from the opinion delivered on this question to which reference has been made, and we may assume that the law is well settled that so far as the transportation of commodities between states is concerned railway companies are at liberty to refuse or accept to haul the cars of shippers according to their own pleasure.

The law does not demand that the common carrier shall actually own any cars, or any rolling stock, or any kind of equipment. There is no authority vested in the Commission to require a carrier to purchase or acquire by lease or otherwise any equipment; but if such carrier fail to supply the public demand for facilities and conveniences for shipment, an injury is done which can be redressed at law. While, therefore, there is no specific requirement that a railway company shall own its cars, it must furnish the shipper and the public generally with all the instrumentalities for transportation that may be needed to convey the products along its line, or that may be delivered at its termini by other carriers. Though it may not be necessary for a railway company to own its cars, as a matter of law, it is not deemed a railway in the modern acceptation of the term, nor according to the requirements of the public until it has under its control all kinds of rolling stock to answer the demands of the public. To-day it is just as much the duty of a railway company, in order to carry out the objects for which it was created, to have equipment under its control, as it is to construct its roadbed, even though the law, as before stated, does not presume to direct by what means equipment shall be acquired. In the contemplation of the law an operating railway is not complete until it is supplied with cars of all descriptions and all appliances essential for the expeditious and safe conduct of whatever commerce may be offered for transportation. Whether the equipment is constructed in the carrier's own shops, whether bought of car manufacturers, whether leased from car trust companies, or whether borrowed from other shippers or other common carriers, is not so material to the Government control or regulation, for such equipment, when found in the possession of a common carrier, must be treated as actually belonging to the common carrier, so far as the service to be rendered is concerned, and should be offered to the public without discrimination or favoritism.

It is not only the duty of a carrier to have an abundance of facilities and instrumentalities for the transportation of commerce, but

the bounds of propriety are not passed when we say that a carrier must keep its equipment on the advanced lines of improvement by furnishing new devices of carriage—the latest patterns of cars adapted to the kinds of production along its line. This is most certainly true if a railway is to continue to be a conservator of the interests of the public and fulfill the functions for which it was organized. Its pathway to success will lead only in that direction, and when success is achieved it can be maintained only by the conservative and consistent regard for the convenience and comfort of the public and adherence to equitable principles in the conduct of business. When this equipment is acquired, a sound regard for the public welfare, obedience to law, fidelity to the railway shareholders, demand, and the law declares, that there shall be no unjust discrimination in its use. However plain and imperative may seem the duty of the carrier, and however well defined may be its course of procedure in regard to the use of the cars it owns or hires, it is well known that a prolific field for violation of law prohibiting unjust discrimination is found in the schemes and devices incident to the use of shippers' cars.

It may be said that the greatest enemies that confront the people of this Republic and the railways are the demagogue and discriminations in transportation. The demagogue advances along the lines that lead to railway confiscation, and discriminations of the kind in question impoverish and head the railway corporation in the direction of the sequestrator. Both are hostile to the welfare of the Government. Probably as long as republics live, the demagogue will be at large, but American commerce under able, conservative, conscientious supervision by the Interstate Commerce Commission, and through efficient laws of State and nation, will eventually be delivered from the baneful effects of discrimination as it exists today through the abuse resulting from the use of shippers' cars. When the law to regulate interstate commerce found its place among the United States statutes, discrimination in transportation was found to exist between individuals, localities, and in certain lines of business, but it is believed that much relief has been given to such shippers as were suffering from discrimination and favoritism.

Driven from its advance lines, occupied as described, this enemy of commerce intrenched itself in other positions, and it seems that its most available and invulnerable lodgment was found in the schemes adopted to transport the commerce in cars other than those of common carriers, relying upon the orignal theory that railways were legally bound to haul the private cars of shippers. There was abundance of law which seemed to guarantee the right to have such cars hauled by common carriers in the States giving such chartered rights, and however much we may condemn the abuses that have

flourished under this right, the owners of these cars must not be censured for undertaking an enterprise in channels which seemed to be legitimate and which were provided for in the early acts of incorporation. There were a thousand opportunities under all the ingenuities within the scope of the human mind brought into use to gain preference in transportation by the use of shippers' cars, and it is to the credit of the Commission and a tribute to the fidelity and ability of its members that they have been able to cope with these schemes to the extent that is shown by the improved conditions existing at present.

It would be a trespass upon your time to go into details relative to these abuses. The annual reports of the Commission to Congress, and the reports of the committees heretofore appointed, speak in most positive language of the necessity of Congressional action to enable the Commission to either regulate the use of shippers' cars in such a way as to prevent discrimination, or, if this be impossible, to absolutely prohibit their use. If the carrier, through convenience or scarcity of cars owned, uses the cars of shippers or other transportation companies, the law, so far as the shipper and the public are concerned, should be made to treat such cars as belonging to the common carrier, and in charges for transportation there must be an adjustment on that basis, as any other plan will, of necessity, produce discrimination. If the railway undertakes to transport a carload of cattle from Chicago to New York in the car of the shipper, the fact that the carrier accepts the car of the shipper for the transportation of a commodity must be considered as a matter of convenience, and the law is violated and an injury inflicted if the shipper owning his cars is given any advantage in any way over the shipper who is not so fortunate as to own his cars. Public policy, the welfare of the people, the advancement of commerce, and the encouragement of individual enterprise will not be served by any other plan.

If the cars owned by the shipper enable him to procure a great return from the railway company in the way of mileage, if he has any advantage in the way of promptness in the shipment of his product, an injury to a lesser or greater extent is done his rival, and not only is there a trespass on his rights and an injury done to commerce, but this rival, who ought to have equal facilities, is greatly injured, and if such favoritism is carried on to any great extent it must be apparent that such rival must be sooner or later ruined in his business. There are opportunities on every hand by which anyone may be convinced of the damage done in the use of the cars of shippers, and this not only to rivals in business and to commerce, but to railway corporations themselves. Were we to visit any of the great car yards located at points of distribution, on any of the great trunk lines, and take an inventory of the cars that are found standing idle and

unused, and in many cases going to decay, we would find comparatively few of the cars of shippers, for such cars are substantially all owned by the common carriers. Again, if we observe the moving trains upon which the through freight is carried between the north and south and the east and west we shall find such to be made up in a surprising degree of cars not belonging to the common carrier, but to the fast-freight lines or private shippers. These are object lessons with which the managers of the railways of the nation are confronted, and with which they must grapple if they would serve the interests of those for whom they are acting in something of a fiduciary capacity.

To the stockholders, and, indeed, to the bondholders, this is a problem the solution of which is a necessity if there is to be a realization on investments. When it is known that millions of dollars are paid each year as rentals for the use of the cars owned by shippers, and that many millions of the capitalization of railways are represented by the cars that remain silent and motionless on the side tracks and in the yards of the common carriers, it can be the more readily realized that an abuse exists and that the commerce of the nation is burdened with agreater capitalization than the emergencies or necessities of the times require. This is a condition which, from a railway standpoint, is of the utmost importance to the stockholder, for a portion of the capitalization created by his investments is not only idle, but is compelled to see the earnings of the road in which he is interested paid to the owners of private cars in the way of excessive rates for mileage, rather than have it distributed, as it should be, to him and other stockholders.

We have said that this is not a matter of legal obligation for a common carrier absolutely to own its cars; that it does not matter so much how the cars are acquired, whether by construction and ownership, or by lease from car trusts, or through shippers who own their cars. The law of commerce must treat such cars as belonging to or under the absolute control of the common carrier, and that such cars must be used so that there shall be equal facilities and instrumentalities to all the patrons of the road, and favoritism should be prohibited in their use, as well as all forms of discrimination. If this be the legal view to take of the case, and we think of necessity it must be, we have but to look around us to see the violations of this principle. To state a case which is of common occurrence: In the bituminous coal regions of Pennsylvania, in the same county, there are many coal operators. The common carriers in furnishing their own cars seem to make an effort to supply all operators with a number of cars proportionate to the amount of coal mined for shipment. One of the firms of operators had constructed a large number of cars, about sufficient to convey the amount of coal mined. In times of a

car famine, when their rivals were unable to obtain from the common carriers the cars with which to place their production in the market, and had to discontinue operations for perhaps months, the operators owning their cars were able to keep their cars going from the mines to the market continuously, finding threby the means of prompt and expeditious shipment of their product to a rising market, and besides this great advantage over their rivals were also able to secure additional advantage in the way of a high return on their investment in the cars by the mileage thus secured from the common carrier.

This is not an isolated case; it has its parallel in every industrial center in the land where shippers own their cars. Perhaps there may not be the slightest desire on the part of the common carrier to inflict a wrong, and yet such conditions are fraught with ruin to rival operators, and would, if existing any length of time, of necessity bring final disaster to their enterprises. Many more flagrant cases might be cited to show the abuses that flow from the use of private cars in the transportation of commodities. It is often claimed that railway companies have not been able to furnish the cars for business as rapidly as it has developed in this country. In so far as this statement may be true, to that extent at least railways have failed to supply the legitimate demand of the shippers and perform the functions for which they were brought into existence. It is also claimed that manufacturers, at times, have not been able to obtain cars for the shipment of their products, and have therefore been compelled to establish independent equipment. If this be true, it must again be said that there has been a failure on the part of the railway companies to furnish the facilities and instrumentalities for transportation according to the legal obligations. It is also claimed that the railway companies are unwilling and sometimes unable to supply the demands of the public. If companies are simply unwilling to supply cars, when it is known that the cars of shippers are bringing in a return of 25 to 50 per cent. a year on the investment, then the stockholders of such railways should concentrate their efforts in the direction of a new board of managers, that they may be able to secure such returns on their investment in a legitimate railway business, rather than have the revenues due them turned in other directions. If it is simply a question of inability on the part of the companies to furnish cars, and here we mean the lack of financial ability, it would indicate that such carrier was so burdened with indebtedness as to make it impossible to serve the public interests, and the future success of such a road would depend upon how soon its creditors would consent to the scaling or adjustment of its permanent interest charges to a point where it would be possible for it to fulfill its proper functions.

It is idle to claim that it is profitable for a car company or a shipper to build and furnish cars of a special pattern and unprofitable for a railway company to invest in the same way. What possible advantage can be acquired by car companies in the lines indicated that is not possessed or may not be possessed by railway companies? It is claimed that a private car supplies the place of three cars of the ordinary railway equipment, and that if the railway were to provide a sufficient number of cars to the business that is being done by private lines it would need to add to its equipment. When the owners of private cars claim that one car supplies the place of three of those of the common carrier, it means, if not in letter by implication, that he earning capacity of his car is three times that of the common carrier. What an admission this is as to the baneful effects of the use of cars of shippers among manufacturers and producers under similar conditions. And this is the branch of the question which confronts us as public officials and presents conditions of an appalling nature and furnishes problems the solution of which is not to be found in the laws of State or nation.

To state a case: Two manufacturers are in the same line, and their production is made under similar conditions. About the same economies are practiced. Both have a capitalization of, say, $100,000, but of this amount one invests $75,000 in the legitimate business and $25,000 in cars to be used in the shipment of its production. The legitimate business of these firms renders them a return of 10 per cent. The one whose entire capitalization is in the business has an annual income of $10,000 and the other of $7,500 from its manufacturing business; and according to the earning capacity of the shipper's car, as claimed, the other firm would have $7,500 from rentals, or a total of $15,000. The one firm, by the use of part of its capitalization in providing cars is able to earn $15,000 while the other earns but $10,000. Or, to take two firms, each having $100,000 invested in the same line of manufacturing, under similar conditions, practicing the same economies, each is able to earn $10,000, or 10 per cent.

One firm, however, for a reason satisfactory to itself, decides to furnish cars in which to transport its production, and so invests an additional capital to the amount of $35,000 in 50 cars, and these are kept busy, and, according to the mileage usually paid, could easily earn 30 per cent., or $10,500, making it possible for one firm to earn $20,500 on a capitalization of $135,000, while the other firm, in the same business, earns by $10,000 on a capitalization of $100,000; the one earning, by the use of its own cars and the securing of a large mileage from the railway companies, about 15 per cent., and the other but 10 per cent. Here discrimination is found in position; here it is strongly entrenched and fortified; here it is able to most forcibly repel assault, and against it must the nation and the states direct

their enactments if it is to be dislodged and any force and efficacy given to the efforts to maintain equitable condition in the shipment of our commerce. The cases above stated have substantially their parallel in every great manufacturing and producing center, and today we may all admit that the continued existence of this abuse will cripple such of the manufacturing concerns as do not furnish their own cars, and further, if the same conditions are maintained, the railway shareholders will be impoverished, and the payment of dividends will be more an exception and less a rule in the future. Some railway interests are evidently between the lines, and are under fire from both directions. My opportunities for observation have been somewhat limited, and I know but little concerning the results of investigation of this all-important subject, and while I do not condemn the practice or assail the policy that evidently prevails to a very great extent through which many of the managers of our great trunk lines are interested in the earning capacity of cars owned by firms and corporations other than common carriers, I am free to assert that much of the discriminations would disappear and the value of railway stocks would materially increase if such interests were abandoned by railway managers. In support of this I need only say that reliable information, so dignified in character as to find its way into the reports and evidence submitted to Congress, shows that the owners of the stock of shippers' cars realize from 25 to 50 per cent. on their investment, while the average rate of dividends throughout the last year was less than 2 per cent. on the stock of railway corporations throughout the country.

In the Constitution of Pennsylvania, which went into force in 1874, it appears that its framers were cognizant of existing evils, or with commendable foresight anticipated developments of the kind in question, for among other matter relating to railways we find this prohibitory clause: "No president, director, officer, agent, or employe of any railroad or canal company shall be interested, directly or indirectly, in the business of transportation as a common carrier of freight or passengers over the works owned, leased, controlled, or worked by such company."

A faithful regard for the principle underlying this declaration, on the part of railway officials, is a consummation devoutly to be wished, as many of the inequalities now existing would then be permanently eliminated from the railway problem.

The private cars of shippers embrace but $6\frac{1}{2}$ per cent. of the freight equipment in use, and yet they make more than 20 per cent. of the entire freight mileage of the country. Additional evidence of the truth of this statement exists in the fact that more than $30,000,000 are annually paid by the common carriers to the owners

of private cars, thus depleting the income of railways to an extent that must be a source of financial embarrassment. It is not improbable that could our common carriers have used their own equipment, instead of allowing it to remain idle, and thereby have retained this large amount of money in their own treasuries, fewer lines would have found their way into the hands of sequestrators in the last year or two. The most forcible plea that is advanced on the side of the use of private cars is in the claim that there are certain lines of production that require cars specially adapted thereto, and that the railway companies are not willing to incur the expense of building them. This argument loses force when it is seen, as before indicated, that such investment, if profitable to the shipper, must be at least equally profitable to the common carrier.

In addition to this, the argument regarding special kinds of cars with adaptability to the transportation of certain commodities has little weight when all the evidence shows that the most common, weighty, and bulky freights, such as coal, iron, live stock, oil, etc., are carried in remarkably large quantities in shippers' cars, while the freight carried in the special cars with special adaptabilties, as referred to, is an infinitesimally small fraction of the tonnage of the country. These considerations, even from the common carrier's standpoint, seem to show that the railways would be more flourishing if the use of shippers' cars were abandoned, and looking at the problem also from the interests of the public and fair and equitable facilities for all shippers in the transportation of commerce, we may conclude, first that railway interests and the interests of the public will be greatly advanced by the use only of cars belonging to common carriers; and, second, that the use of shippers' cars is bad policy, is injurious to both the railways and the majority of shippers, and is an unnecessary burden on commerce.

Our railways have been too important a factor in the development of our material interests to be deprived of any of the legitimate benefits to which they are entitled. In this country they have been in the advance of civilization, and without their wonderful influence some of the western states would be commercially as remote from us as are any of the European nations. No people under any government have their interests conserved with better conveniences of transportation, and at so low a rate, as do the people of this country. All the economies that have been introduced for thirty years, either in the construction, equipment, or operation of a railroad, have inured to the benefit of the people; and this is proved by the remarkably low rates of freight transportation. Thirty years ago the Pennsylvania Railroad received nearly 2½ cents per ton per mile for its freight; for the year ending June 30, 1893, it received only 620-1000 of a cent per ton per mile. Forty-eight millions of dollars were its freight receipts

last year on its lines east of Pittsburgh, but had the rate of thirty years ago prevailed the receipts would have been about $200,000,000, from which interest on bonds and a 6 per cent. dividend on its stock could have been paid, and then, according to the average cost per mile of roads in the United States, the balance would have been sufficient to have built a railroad across the continent. Similar observations may be made regarding other roads, all contributing testimony to the truth of the statement that our people have little to complain of from the common carriers, except on the question of discrimination. Railway managers must look to the interests of their corporations on this subject if they would be true to the interests of those they serve.

Government ownership of railways is a most questionable scheme in a republic at least, and yet if discriminations are to continue, if favoritism of such a character as to enrich some and ruin others is to be practiced, the transition period of railways to government control is not so remote as some imagine.

In conclusion, I know of no better remedy to suggest than the passage of an amendment to the act to regulate interstate commerce embodying the principle contained in the Pennsylvania Constitution, wherein every officer, director, agent, or employe of a railway company is prohibited from holding any interest, directly or indirectly, in any equipment used on such railroads other than that belonging to common carriers; and in addition, so adjust the rates of mileage for the use of shippers' cars that they shall be allowed only a reasonable return on the investment made in such cars.

Should such legislation as suggested be ineffectual then the prohibiting of the use of any but common carriers' cars in the transportation of interstate commerce would seem to be a necessity.

ISAAC B. BROWN.

RAILWAY EMPLOYES AND COMPENSATION.

The returns relative to the number of employes in the railway service give some encouragement as to the return of better times. Last year's reports showed a falling off of 23,930 in the number of employes from the previous year. In the year 1892 there were 213,573 employes; in 1893, 200,158; in 1894, 176,228, and for the year covered by this report, 193,161, an increase of 16,933.

Had there been no business depression affecting the railway employes, and had there been maintained about the same percentage of increase in the number of employes from year to year as before the hard times, which succeeded the year 1892, there would have been now in the railway service of the companies reporting to this department more than 275,000 persons, instead of the number given above. The eight companies having the largest number of employes are the Pennsylvania; New York, Lake Erie and Western; Philadelphia and Reading; Lehigh Valley; Lake Shore and Michigan Southern; Pittsburg, Cincinnati, Chicago and St. Louis; Pittsburg, Fort Wayne and Chicago; Philadelphia, Wilmington and Baltimore. The following table is self-explanatory:

Table showing number of employes, yearly compensation, average daily compensation paid by each of the roads named; also the total number of employes and the total compensation paid by all roads.

Name of Company.	Total Number of Employes.	Total Yearly Compensation.	Average Daily Compensation.
Pennsylvania,	51,872	$29,346,674	$1 85
New York, Lake Erie and Western,	14,804	8,959,726	1 85
Philadelphia and Reading,	15,250	8,491,965	1 82
Lehigh Valley,	14,940	7,888,241	1 73
Lake Shore and Michigan Southern,	12,913	7,647,198	1 88
Pittsburg, Cincinnati, Chicago and St. Louis,	10,250	6,311,218	1 93
Pittsburg, Fort Wayne and Chicago,	7,934	4,665,659	1 95
Philadelphia, Wilmington and Baltimore,	6,460	3,513,342	1 80
Total,	134,423	$76,824,023	

From the totals given in the above table, showing number of employes and gross amount of compensation, it is seen that the employes of these eight roads embrace a very large percentage of the total railway employes of all the companies making report. The same may be said with reference to the gross compensation paid. It is true that there are other large roads whose employes are numerous and whose compensation is over one million dollars per annum, and also that there are two or three other roads whose total compensation paid is upwards of two million of dollars. These eight roads, however, control so large amount of the tonnage and passenger traffic that the results of their operations for the year covered by this report, compared with the results for the four preceding years, will indicate approximately about the same percentages of changes as are disclosed in the comparisons made of the results of operations of all roads, when such results are compared with the returns of all the roads for the four preceding years. In 1891 the number of employes of these eight roads was 135,835, and the total compensation

paid was $76,465,539; in 1892, employes, 144,993; compensation, $84,740,978; in 1893, employes, 150,049; compensation, $89,904,037; in 1894, employes, 133,280; compensation, $75,959,531; in 1895, employes, 134,419; compensation, $76,816,483, as before stated. From 1891 to 1892 there was an increase of 9,161 in the number of employes, or nearly 7 per cent., during that prosperous year. In compensation there was paid during that year $76,465,539, and in the year 1892, $84,740,978, or an increase of $8,275,439, a percentage of increase of nearly 11 per cent. It will be noticed that the percentage of increase in the compensation paid is much larger than the percentage of increase in the number of employes. Turning from this period of prosperity to the reverse side of the picture, it is found that in 1893 there were 150,049 employes, and in 1894, 133,280, or a decrease of 16,769, a percentage of decrease of 11 1-10 per cent. In compensation paid, there was a decrease of $13,944,506, or a percentage of 15½ per cent. It is probable that never in the history of railways of Pennsylvania has there been such a percentage of decrease in the total amount of compensation paid employes, or such a percentage of decrease in the number of employes in a single year as is disclosed by these figures.

In the observations made relative to the general depression of business, some data are given in reference to the number of employes in the railway service in the United States for the year ending June 30, 1894. The following table will be found interesting because it exhibits not only the total number of employes in the United States, but classifies them fully with reference to the specific kind of employment in which they are engaged. It covers the years 1894, 1893, 1892 and 1891.

Comparative Summary Showing Employes, by Class and per 100 Miles of Line, for the Years Ending June 30, 1894, 1893, 1892 and 1891.

Class.	1894.		1893.		1892.		1891.	
	Number.	Per 100 miles of line	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.	Number.	Per 100 miles of line.
General officers,	5,257	3	6,610	4	6,104	4	5,271	3
Other officers,	1,778	1	.....	....	.....	....	.....	....
General office clerks,	24,779	14	27,584	16	25,469	16	23,879	15
Station agents,	28,199	16	28,019	17	26,829	16	26,192	16
Other station men,	71,150	41	75 181	44	69,511	43	67,812	42
Enginemen,	35,466	20	38,781	23	36,739	23	34,801	22
Firemen,	36,327	21	40,359	24	37,747	23	36,277	22
Conductors,	24,823	14	27,537	16	26,042	16	24,523	15
Other trainmen,	63,417	36	72,959	43	68,732	42	64,537	40
Machinists,	29,245	17	30,869	18	28,783	18	27,388	17
Carpenters,	36,328	21	41,878	25	40,080	25	37,718	23
Other shopmen,	84,359	48	93,709	55	87,615	54	83,865	52
Section foremen,	29,660	17	29,699	18	28,753	18	27,890	17
Other trackmen,	150,711	85	180,154	106	171,810	106	163,913	102
Switchmen, flagmen & watchmen,	43,219	25	46,048	27	42,892	26	40,457	25
Telegraph operators and dispatchers,	22,145	13	22,619	13	20,970	13	20,308	13
Employes—account floating equipment,	7,469	4	6,146	4	5,332	3	5,911	4
All other employes and laborers,	85,276	48	105,166	62	97,753	60	93,191	58
Unclassified,	.....	....	248	....	254	....	352	....
Total,	779,608	444	873,602	515	821,415	506	784,285	486

Of the entire number of persons so employed, 31,749 were employed directly or indirectly in the general management or "general administration;" 215,371 in "maintenance of way and structures;" 151,974 in "maintenance of equipment," and 365,892 in "conducting transportation," leaving in the unclassified list, 14,622. As has been before observed, there were in the year ending June 30, 1894, 93,994 fewer persons employed on the railways than for the year immediately preceding.

RATES FOR THE TRANSPORTATION OF FREIGHT.

In the observations made in regard to the amount of tonnage and to the receipts therefrom, it is seen that the railway companies have suffered a great reduction in the way of receipts from the transportation of freight. While this is true, it is also ascertained that there has been a marked reduction in the rate per ton per mile received for freight. In previous reports of this Department reference has been made to the public service of railways in conserving the interest of shippers in affording them low rates of transportation. It has been thoroughly established that the railways of the United States serve the shippers of the country at a lower rate per ton per mile than do the railways of any other country. Notwithstanding the low rates paid the railways of the nation prior to June 30, 1894, the returns made to the Department for the past year indicate a still further reduction in the receipts per ton per mile. For instance, the Pennsylvania Railroad received 565-1000 of a cent per ton per mile. Last year it received 607-1000 of a cent, and five years ago it received 656-1000 of a cent. The reduction from year to year in the rate per ton per mile has been gradual, but in every year there has been a decrease, so that now the rate is but little over one-half cent per ton per mile. The Philadelphia and Reading has been the least uniform in the descent, as the returns for this year show that it received 903-1000 of a cent per ton per mile, while in 1894 it received 1025-1000; in 1893, 908-1000; in 1892, 877-1000; in 1891, 1025-1000. Except in the case of the Philadelphia and Reading, the gradual reduction of rates from year to year has been very uniform. In the United States in 1894 the rate per ton per mile was 860-1000. With but two or three exceptions this rate is higher than that received by the leading roads reporting to this Department. These exceptions are the Philadelphia and Reading, and the Delaware, Lackawanna and Western. The latter received very nearly the same rate per ton per mile as the average rate in the United States. The following table shows the rate per ton per mile for the eleven leading companies for each of the years from 1891 to 1895, inclusive, covering the fiscal year ending June 30, in each case.

Table showing the "Average receipts per ton per mile" for the years 1891, 1892, 1893, 1894 and 1895, on the railways mentioned.

Name of Companies	1891.	1892.	1893	1894.	1895.
Buffalo, Rochester and Pittsburg.	595	594	554	538	467
Delaware, Lackawanna and Western.	916	923	938	922	887
Lake Shore and Michigan Southern.	630	692	599	567	567
Lehigh Valley (a).	774	789	. . . . .	777	639
New York, Lake Erie and Western.	658	629	655	630	625
Northern Central.	602	604	601	612	578
Pennsylvania.	656	647	620	607	565
Philadelphia and Reading.	1,025	877	908	1,025	903
Pittsburg, Cincinnati, Chicago and St. Louis.	709	682	685	649	668
Pittsburg, Fort Wayne and Chicago.	713	679	671	667	656
Western New York and Pennsylvania.	604	602	551	566	490

(a) In 1893, the Lehigh Valley was operated by the Philadelphia and Reading.

A study of this table will verify the statement that the tendency of rates is still downward. While the average rate in the United States is exceedingly low, and much lower, as before indicated, than the rate prevailing on the roads of other countries, the average rate per ton per mile received by the great corporations of Pennsylvania is still lower than the average rate in the United States. This would seem to indicate that the people of Pennsylvania not only enjoy advantages in regard to convenience, promptness of delivery, etc., but also a lower rate per ton per mile than the average rate in the United States, and probably lower than the rate prevailing in any other state. Of the eleven roads embraced in this table, the one receiving the lowest rate per ton per mile is the Buffalo, Rochester and Pittsburg; the one receiving the highest, the Philadelphia and Reading. Of these roads the Lehigh Valley shows the greatest reduction in rate. This road shows a reduction of 135-1000 of a cent per ton per mile, and while this may be considered a slight reduction, yet in view of the great amount of freight transported by this company, its receipts have been materially reduced by this decrease in the rate per ton per mile. This observation, applies, of course, with much more force to the larger corporations named in the table. For instance, if the Pennsylvania road had suffered no reduction in the rate per ton per mile from June 30, 1894, to June 30, 1895, there would have been added to its freight receipts the sum of $3,229,000.

For many years railway journals have been filled with statistics in regard to the transportation of freight, and for several years it has been claimed that the railways could no longer sustain themselves unless something occurred to stop the downward tendency. It must be remembered that the reduction of rates has taken place without a re-

duction in the rate of wages or without in any way crippling the public service of the railways. Freights have been delivered as promptly, passengers carried as safely, and all that pertains to railway management has been carried on with as much success and perhaps more than existed in the years when railway corporations received much higher rate for the commerce of the country. In other words, it must appear to any one who makes a study of the rate problem that all the economies that have been introduced into railway management, such as improvement of roadbeds, capacity of freight cars, increased power of locomotives, greater rapidity in the delivery of freight and passengers, have occurred during the time when rates of transportation were continually going down. It will at once be seen, therefore, that all these economies have inured to the benefit of the passenger and shipper, and that the security holders of the railways have received no greater return on account of the improvements adopted than they did prior thereto. More than this, it is generally known that the returns on railway securities for the last three or four years have given little encouragement to those who in years gone by were accustomed to receive interest on bonds and dividends on stock.

TONNAGE.

For the year ending June 30, 1891, the total tonnage reported to the Department was 247,496,622 tons; for the year covered by this report, 271,975,677. During the five years from 1891 to 1895 inclusive, the highest tonnage was in 1892, 290,480,712 tons, and the lowest in 1894, 233,250,687 tons. The tonnage in 1895 is classified as follows: Agriculture, 17,860,033 tons; products of animals, 6,675,799; products of mines, 177,933,129; products of forest, 14,545,003; manufactures, 39,450,708; merchandise, 5,763,518 tons; miscellaneous, 11,747,487 tons. The following table will be found interesting as an exhibit of the shipments of freight under the classification just noted.

Comparative Summary showing tonnage of the same classification of freight for the years ending respectively June 30th, from 1891 to 1895, inclusive.

Year.	Agriculture.	Animals.	Mines.	Forests.	Manufactures	Merchandise.	Miscellaneous
1891, .	14,898,303	6,369,761	152,915,899	14,706,573	35,467,139	6,865,705	7,561,835
1892, .	19,174,726	6,279,301	171,913,484	15,853,793	35,528,399	7,634,053	6,949,548
1893, .	18,477,085	8,321,494	180,534,176	16,602,476	40,147,802	8,208,531	9,381,467
1894, .	17,530,458	6,388,115	145,281,944	13,562,458	31,491,322	5,748,903	10,355,459
1895, .	17,860,033	6,675,799	177,933,129	14,545,003	39,450,708	5,763,518	11,747,487

In 1891 the products of agriculture transported amounted to 14,898,303 tons; for 1895 to 17,860,033 tons. The highest shipment of this class of freight occurred in 1892, when it amounted to 19,174,726 tons. During the five years named there has been put little change in the shipments of the products of animals, the largest tonnage being in 1893, when it was about 2,000,000 tons greater than for any of the other years. The prosperity of the manufacturing interests of the country is pretty well indicated by the shipments of the products of mines. In 1891 these shipments amounted to 152,915,899 tons. The highest shipment during the five years was in 1893, 180,534,176 tons; the lowest shipment was in 1894, 145,281,944 tons. About the same conditions are found with reference to products of forest, the highest shipment being in 1893, 16,602,476 tons, and the lowest in 1894, 13,562,458 tons. A noticeable feature in regard to this class of shipments is that they were less in 1895 than in 1891. The highest shipment in the products of manufactures occurred in 1893, when the tonnage amounted to 40,147,802 tons. The shipments in 1894 were between eight and nine million tons less than in 1893 and about four millions tons less than in 1891. The encouraging feature in regard to this class of shipments is that for 1895 the amount is reported at 39,450,708 tons, showing a marked and satisfactory increase, a more favorable condition than is found to exist with reference to any other class of freight. The shipments of merchandise, both for 1894 and 1895 are less than for 1891. The highest shipment in this class was in 1893, 8,208,531 tons. The data under the head of miscellaneous tonnage cannot be considered as absolutely correct, as some of the smaller roads do not keep their accounts in such a manner as to enable them to make the complete classification required in the blanks furnished by this Deparment. In any such cases the tonnage which properly belongs in other classifications has been included in that of miscellaneous. However, the amounts are so small that they make but little change in the general results.

EARNINGS AND INCOME.

In 1891 the total amount of revenues received by the railway companies for the transportation of passengers was $61,815,128; in 1892, $66,109,281; in 1893, $69,241,087; in 1894, $67,815,968; in 1895, $60,887,388. A marked disparity is noticed when the passenger revenues and the number of passengers carried in 1895 are compared with the freight tonnage and the freight receipts for that year. There is a large increase of tonnage and a small increase in the revenues therefrom, while there is a decrease in the number of passengers carried one mile and in the receipts. This is owing undoubtedly to the fact that the passenger traffic in 1894 was swollen in a great degree by the World's Fair traffic. The report for 1894 covers the last half of 1893, the period when the largest portion of the World's Fair traffic took place, and it is therefore not surprising to see a falling off in the passenger traffic both as to receipts and number of passengers in the report for 1895. The total earnings for the transportation of freight in 1891 were $180,124,612; in 1892, $199,522,802; in 1893, $204,471,458; in 1894, $166,711,253; in 1895, $180,817,673. The noticeable feature in these figures consists in the fact that the earnings for 1895 just about equaled those for 1891. The greatest earnings were received in 1893, when the amount was $204,471,458, while the lowest ebb was reached in 1894, when the amount was $166,711,253. Aggregating the revenues of these corporations from passenger and freight traffic and other operating sources, and adding the income from stocks and bonds owned, etc., we find that in 1891 the total receipts were $288,952,576; in 1892, $305,680,351; in 1893, $317,223,466; in 1894, $271,643,224; in 1895, $277,454,035. From 1891 to 1892 there was an increase of $15,772,243, or 5.4 per cent.; in 1891 to 1893 there was an increase of $27,315,358, or 9.4 per cent. The receipts in 1893 from all sources appear to have been greater than in any prior or subsequent year. From that year the descent was exceedingly abrupt, the revenues falling off from $317,223,466 to $271,643,224 the following year, a reduction of $45,580,242, or 14.3 per cent. Looking at the figures in another way, the railways in 1893 received 16.7 per cent. more revenues than in 1894. These figures are changed a little when the receipts of 1893 are compared with those of 1895, the percentage of decrease from 1893 to 1895 being 12.5 per cent. Stating the case in another way, the receipts in 1893 were 14.3 per cent. more than in 1895. Except in the case of receipts from passenger traffic there is a slight increase in the revenues of 1895 over those of 1894, but the

percentage of increase is far below the percentage of increase in the number of tons of freight carried one mile. For instance, in 1894 there were carried 23,275,785,948 tons of freight one mile; in 1895, 29,019,413,044 tons, an increase of 5,743,627,096 tons, or 24.6 per cent. Great as this increase is, and encouraging as it is regarding business conditions, it is less encouraging to the railway corporations in the light of increase in receipts, for although the increase in tonnage per ton per mile was 24.6 per cent., the increase in gross receipts was but 2.1 per cent. The inference from these percentages, together with the additional evidence from the tabulations herein referred to regarding the rate per ton per mile, is unmistakable that the commerce of the State, and that of other states passing over the lines reporting to this Department, is being carried at a very much lower rate per ton per mile than in 1894 and previous years. It is probable that the trunk lines whose business is reported to this Department have suffered a greater reduction in the rate per ton per mile than the shorter lines. This is pretty conclusively shown in the data given in the following table, which gives an exhibit of the total receipts for the years 1891 to 1895, inclusive, for the roads named therein:

Table showing total receipts from all sources of the nine leading corporations named for the years ending June 30, respectively from 1891 to 1895, inclusive and also showing total receipts of all such corporations in each of the years named.

Name of Company.	1891.	1892.	1893.	1894.	1895.
Buffalo, Rochester and Pittsburgh, .	$2,450,080	$2,860,908	$3,215,291	$2,704,458	$2,939,474
Delaware, Lackawanna and Western	14,427,515	14,357,215	16,096,819	14,760,676	15,016,078
Lehigh Valley,*	18,242,316	12,256,806	4,605,508	17,406,356	19,209,218
New York, Lake Erie and Western, .	29,788,245	32,203,771	31,289,979	27,047,113	26,344,543
Pennsylvania, ...	71,176,830	74,213,020	76,011,102	63,854,054	65,909,108
Philadelphia and Reading,*	21,781,820	33,517,380	42,550,898	21,700,503	21,201,171
Philada., Wilmington & Baltimore, .	7,002,317	9,029,936	10,085,245	9,483,195	9,315,116
Pittsburgh, Fort Wayne and Chicago.	11,511,347	12,472,271	13,507,684	10,983,494	10,123,111
Lake Shore and Michigan Southern, .	20,963,315	23,155,994	24,046,875	21,675,051	30,225,955
Total, ...	$197,343,785	$214,067,300	$221,409,401	$189,614,900	$189,373,774

* During part of the years 1892 and 1893, the Philadelphia and Reading operated the Lehigh Valley and largely controlled the receipts.

It will be seen from this table that the greatest revenues were received in 1893, and that the changes from year to year in the total revenues are about in proportion to the total revenues of all the companies reporting, except for the year 1894 to 1895. It is seen that aggregating the receipts of all the companies there is an increase of 2.1 per cent. during that period, but in the case of the companies

named in this table, it is found that in the year 1894 their total receipts were $189,614,900, and in 1895, $189,373,774, showing a slight falling off. This would seem to prove the proposition stated above, that these leading corporations have suffered a greater reduction in the receipts for freight per ton per mile than the smaller corporations. It is but reasonable to assume that such conditions exist because the companies named are those whose lines generally reach far beyond the limits of Pennsylvania and are not only concerned in the transportation of the several kinds of freight produced in Pennsylvania, but also largely interested in the transportation of commodities from the far west, east and south, and are brought into closer competition with the trunk lines of other states and Canada, and of necessity feel very keenly and more seriously the gradual lowering of rates of freight per ton per mile. In this table the Pennsylvania road shows an increase from 1894 to 1895 of over three millions of dollars, and the Lehigh Valley an increase of nearly two millions of dollars, but these increases are over balanced by the decrease in the receipts of the other companies named, with the exception of the Buffalo, Rochester and Pittsburg, which also shows an increase. In considering the receipts exhibited in this table relative to the Lehigh Valley and the Philadelphia and Reading, it must be understood that in parts of the years 1892 and 1893 the Lehigh Valley was leased to the latter road which largely controlled its receipts, but in the general results and in the totals given this fact would make no alteration in the figures.

STEAM RAILWAY ACCIDENTS.

The form of report upon which returns of railway accidents are made provides for three classifications of the persons killed and injured; first, "passengers;" second, "employes;" third, "other persons." By "other persons" is meant those who are not passengers or in any way connected with the roads. They are usually trespassers, suicides, persons under the influence of liquor and persons killed at railway crossings. The returns for the year show 29 passengers killed and 612 injured; 447 employes killed and 8,346 injured; 1,107 other persons killed and 1,649 injured; a total of 1,583 killed and 10,607 injured. The following table shows the number killed and injured in each of the classes named during the years 1891 to 1895 inclusive:

	Passengers.		Employees		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1891.	47	496	465	5,580	860	1,184	1,372	7,260
1892.	42	658	495	6,833	952	1,329	1,489	8,820
1893.	79	779	650	8,848	1,099	1,495	1,828	11,122
1894.	37	703	399	6,519	983	1,447	1,419	8,669
1895.	29	612	447	8,346	1,107	1,649	1,583	10,607

From this table it will be seen that more employes were killed and injured in 1893 than in any of the other five years. That year, of course, covered the latter half of 1892 and the first half of 1893, and the increase in the number of casualties may be accounted for by the fact that the number of employes for that year was greater than for any of the other years. Relatively, the same cause may be assigned for the large number of passengers killed and injured, as reference to the table shows a greater number carried that year. The great disparity between the number of passengers and employes killed and the number injured is not found to exist between the number of other persons killed and the number injured. In the former case the proportion of killed to injured is about 1 to 15, while in the latter it is about 1 to 1 2-5. This disparity is difficult to account for, unless a solution is found in the fatal grade crossing, and in the fact that many persons seeking to destroy life adopt this convenient and effective method.

The following nine companies show the greatest number of casualties: Pennsylvania; Pittsburg, Cincinnati, Chicago & St. Louis; Philadelphia and Reading; New York, Chicago and St. Louis; Pittsburg, Fort Wayne and Chicago; Pittsburg and Connellsville; Buffalo, Rochester and Pittsburg; Lehigh Valley; Lake Shore and Michigan Southern. The table herewith shows the killed and injured in each class.

Summary of accidents on the nine railway corporations mentioned for the year ending June 30, 1895.

	Passengers.		Employes.		Other Persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Pennsylvania,	6	310	130	3,000	353	638	489	3,948
Pittsburg, Cincinnati, Chicago and St. Louis,	3	45	28	1,508	92	134	123	1,687
Philadelphia and Reading,	2	84	51	1,052	135	156	188	1,292
New York, Chicago and St. Louis,	3	12	8	427	22	38	33	477
Pittsburg, Fort Wayne and Chicago,	1	34	16	293	49	103	66	430
Pittsburg and Connellsville,	1	12	19	364	30	53	50	429
Buffalo, Rochester and Pittsburg,	....	4	11	283	9	21	20	308
Lehigh Valley,	2	22	42	203	83	67	127	292
Lake Shore and Michigan Southern,	....	....	31	144	94	94	125	238
Total,	18	523	336	7,274	867	1,304	1,221	9,101

Of the 29 passengers killed on all roads reporting, 18 were killed on these nine roads. According to the returns of the Buffalo, Rochester and Pittsburg, and the Lake Shore and Michigan Southern these roads had no fatal accidents among passengers, and the former had but 4 injured. On the Lehigh Valley the number of fatal accidents among "other persons" exceeds by 16 the number injured, while on the Lake Shore and Michigan Southern the number killed and the number injured are reported as equal. There are some remarkable disparaties in the returns of these roads, but we do not question the integrity of the data, as the returns are verified by the officials of the respective corporations. Some of these disparaties may be accounted for by the fact that some of the roads fail to make any return of accidents of slight degree; and, possibly there may also be defective methods in vogue in some of the managements with reference to the collection and compilation of this data. The nine roads named are chargeable with a large majority of the accidents during the past year. Of the 1,583 fatal accidents, 1,221 occurred on these roads, and of the 10,607 persons injured, 9,101 were injured on these roads. The following table shows the number killed and injured in the three classes on these nine roads from 1891 to 1895, inclusive:

Summary showing the total accidents of the nine railways mentioned in preceding table for the years ending June 30, respectively, as indicated

Years.	Passengers.		Employes.		Other Persons.		Total	
	Killed	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.
1891,	34	366	329	4,374	632	920	995	5,660
1892,	24	535	349	5,473	740	1,023	1,113	7,031
1893,	49	590	490	7,181	780	1,105	1,319	8,876
1894	25	528	265	4,289	656	903	926	5,720
1895,	18	523	336	7,274	867	1,304	1,221	9,101

It is expected that among employes the number of accidents will be large or small in proportion to the number of employes. This would certainly be the case, unless something unusual were to happen. It is also expected that the number of accidents among passengers will be large or small in proportion to the number carried, but an exception might occur in the case of an unusual accident.

It is found from the returns of all the roads that to every 432 employes there is 1 killed, and to every 23 there is 1 injured. Among passengers there is 1 killed out of 4,325,718 carried, and 1 injured out of 204,977. The following table shows:

1. The number of passengers carried to each passenger killed.
2. The number of passengers carried to each passenger injured.
3. The number of employes to each employe killed.
4. The number of employes to each employe injured.
5. The total under each classification.

SUMMARY OF RAILWAY ACCIDENTS.—*Showing number of passengers and employees for one killed and injured on the railways named for year ending June 30, 1895.*

	Number passengers carried to one passenger killed.	Number passengers carried to one passenger injured.	Number employees to one employee killed.	Number employees to one employee injured.
Pennsylvania,	6,240,475	120,783	399	17
Pittsburg, Cincinnati, Chicago and St. Louis,	1,920,624	128,264	366	7
Philadelphia and Reading,	9,067,603	215,895	299	15
New York, Chicago and St. Louis,	168,586	42,146	451	8
Pittsburg, Ft. Wayne and Chicago,	3,398,916	99,968	496	27
Pittsburg and Connellsville,	1,763,640	146,970	116	6
Buffalo, Rochester and Pittsburg*,	742,702	185,675	207	8
Lehigh Valley,	1,339,316	212,669	355	74
Lake Shore and Michigan Southern,*	4,523,094	†4,523,094	417	89
	4,275,149	147,419	361	17

* Reports no fatal accidents to passengers. † Reports no injuries to passengers.

Here again are found some striking comparisons. The Philadelphia and Reading appears to have carried the greatest number of passengers to each passenger killed. The Pennsylvania is second in the list. The Buffalo, Rochester and Pittsburg and the Lake Shore and Michigan Southern report no fatal accidents among passengers, but the number carried by each of these corporations was not sufficiently large to equal the "number of passengers carried to one passenger killed" on either the Philadelphia and Reading or the Pennsylvania. The Philadelphia and Reading has been fortunate in carrying so many passengers and having but two fatal accidents. The Lake Shore and Michigan Southern, if its report is correct, has the best record, having carried 4,523,094 passengers without injury. The Philadelphia and Reading shows the next best record, having carried 215,897 to 1 injured. The Lehigh Valley is third in the list in the way of a favorable exhibit. It is not claimed that these figures are any great evidence of either care or carelessness in railway management, but they fairly exhibit the results of the year for each of the companies named on a subject of much importance. Comparisons between these companies as to results are also of little account. for a company with little passenger traffic may have a fatal accident to one of its comparatively few passengers carried, and in a table such as the above, such company's showing would be bad, though such fatal accident may have been occasioned by contributory negligence of the passenger, or it may have occurred through the sole carelessness of the passenger. A change of 1 in the number of passengers killed makes the most marked difference in percentages. For instance, it is seen that the Philadelphia and Reading had but two passengers killed, but had the number of fatal accidents been three among its passengers the exhibit by comparison would have been more favorable to other companies, and placed the Pennsylvania ahead of the Philadelphia and Reading. The road in this list which appears to have carried the fewest passengers for each passenger killed is the New York, Chicago and St. Louis. On this line there were only 168,586 passengers carried to 1 passenger killed. The name of this company is in an equally unfortunate position in the column which shows the number of passengers carried to 1 passenger injured. The Pittsburg, Fort Wayne and Chicago makes the best showing of number of employes to 1 employe killed, the number being 496. Great as was the proportion of accidents among passengers to the number of passengers carried on the New York, Chicago and St. Louis, this road stands second best in the list of corporations showing greatest number of employes to 1 killed. The lowest on the list is the Pittsburg and Connellsville. In the column showing number of employes to each employe injured, the most favorable showing is made

by the Lake Shore and Michigan Southern, while the most unfavorable conditions are found in the exhibit of the Pittsburg and Connellsville. Aggregating the figures of all these nine companies, it is seen that there have been carried 4,275,149 passengers to 1 passenger killed, and 147,419 passengers carried to 1 passenger injured. Among the employes there have been 361 employes to 1 employe killed, and 17 employes to 1 injured. These figures differ quite materially from the totals of all roads before referred to and indicate that it is difficult to take the figures relating to accidents from a number of large roads and after aggregating them show averages which bear a close proportion to the general averages obtained by compiling such data relating to accidents from all roads reporting.

From the returns made to the Interstate Commerce Commission it appears that for the year ending June 30, 1893, there was 1 passenger killed for 1,985,153 carried, and for the year ending June 30, 1894, 1 passenger killed for 1,668,791 carried. There were for each passenger injured 178,210 carried. Among the employes during the year ending June 30, 1893, there was 1 killed to 320 employed, and for the year ending June 30, 1894, 1 killed to 428 employed. For the year ending June 30, 1894, there were 33 employes to each employe injured. It is certainly to be regretted that the railways reporting to this Department for the last year show conditions relative to accidents somewhat less favorable than is shown by the railways of the country generally. The following table will exhibit the number of accidents both of injuries and of deaths for the entire country during the years 1890 to 1894, inclusive. It is worthy of careful study:

Table Showing Accidents in the United States During the Years 1890 to 1894 inclusive.

	Passengers.		Employes.		Other Persons.		Total.	
	Killed.	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1890, ...	286	2,425	2,451	22,396	3,598	4,206	6,335	29,027
1891, ...	293	2,972	2,660	26,140	4,076	4,769	7,029	33,881
1892, ...	376	3,227	2,554	28,267	4,217	5,158	7,147	36,652
1893, ...	299	3,229	2,727	31,729	4,320	5,435	7,346	40,393
1894, ...	324	3,034	1,823	23,422	4,300	5,433	6,447	31,889

The significant fact connected with this table, so far as it relates to accidents among passengers and employes, is that the course of the general business depression is well and clearly defined in the number of accidents which have occurred during the period covered by this report. A glance at the columns in which casualties are reported among passengers and the increase from year to year in the prosperous period is easily discovered. The same condition is found

when the columns indicating casualties among employes is examined. It may be said that one of the few good things which comes from hard times is found in the reduced number of accidents among passengers and railway employes. The returns of 1894, while indicating the discharge of nearly ninety-four thousand men from the railways and a vast reduction in the number of passengers carried, have what may be considered some compensating conditions, in that there being fewer employes and fewer passengers carried there was less liability to accidents, and of course fewer employes and passengers killed and injured. While for 1894 in the United States there were reductions in the number of passenger and employe accidents, the accidents among other persons seem to have been accelerated. Conjecture might have it that the hard times have been prolific with suicides who have found opportunities to terminate their existence on the railway track, notwithstanding fewer trains were running to furnish convenient agencies for self-destruction.

MILEAGE.

In the consolidated table D is published a comprehensive statement of the mileage of the steam railways. The mileage is classified as follows:

1. Main line and branches represented by capital stock.
2. Lines of proprietary companies.
3. Lines operated under lease.
4. Lines operated under contract.
5. Lines operated under trackage rights.

The column giving total miles operated includes leased railways whose entire lines are beyond the limits of Pennsylvania, as well as those leased and operated under contract or otherwise in Pennsylvania. The total of such railway mileage is found to be 18,945.09 miles. In the next column is given the entire mileage within the limits of Pennsylvania, which is found to be 9,761.89. It is believed that these figures are a close approximation to the actual mileage in the State. There has been some change during the past year, as the total mileage of the State was reported in 1894 as 9,428.19 miles. These figures differ somewhat from those hereafter found as compiled from the reports of the Statistician of the Interstate Commerce Commission. The difference is not great, but there ought to be no

material difference. Our data being compiled from sworn answers to our questions as to the number of miles in Pennsylvania ought to be right, and it is believed to be reliable. The report of last year included the mileage of the Altoona, Clearfield and Northern road, which is not included this year on account of the failure of that company to make its report as required by law. In 1892 the mileage in Pennsylvania was 9,022.87; in 1893, 9,101.98; in 1894, 9,428.19; in 1895, 9,761.89.

The reports filed with the Interstate Commerce Commission for the year ending June 30, 1894, show the entire mileage of steam railways in the United States and Territories to be 178,708.55. The following table gives the mileage in each State and territory, the percentage of mileage in each state and territory, the increase and the number of miles in each per one hundred square miles; also the number of miles of line for each ten thousand inhabitants in each state and territory.

Summary of Railway Mileage in the United States by States and Territories.

State or Territory.	Mileage on June 30, 1894			Number of miles of line per 100 square miles of territory.*	Number of miles of line per 10,000 inhabitants.†
	Total.	Proportion to total mileage.	Increase over June 30, 1893.		
		Per cent.			
Alabama,	3,708.61	2.07	45.55	7.20	22.70
Arkansas,	2,466.99	1.38	42.16	4.65	20.25
California,	4,861.40	2.72	90.50	3.12	37.27
Colorado,	4,529.83	2.53	68.56	4.37	101.75
Connecticut,	1,013.22	.57		20.91	12.57
Delaware,	317.77	.18		16.21	17.46
Florida,	2,926.57	1.64	234.82	5.40	69.28
Georgia,	5,102.16	2.86	162.71	8.65	25.72
Idaho,	1,087.93	.61	4.42	1.29	119.70
Illinois,	10,460.58	5.85	51.79	18.68	25.32
Indiana,	6,326.16	3.54	28.59	17.62	26.73
Iowa,	8,477.54	4.75	2.17	15.28	41.08
Kansas,	8,841.21	4.95	‡46.44	10.82	57.59
Kentucky,	3,020.80	1.69	22.29	7.55	15.05
Louisiana,	2,050.51	1.15	51.25	4.52	16.98
Maine,	1,510.13	.84	125.60	5.05	21.16
Maryland,	1,291.17	.72	‡8.47	13.09	11.47
Massachusetts,	2,118.49	1.19	‡8.77	26.35	8.77
Michigan,	7,633.23	4.27	35.23	13.29	33.77

* On basis of 2,970,000 square miles, which covers "land surface" only, and excludes Alaska.

† On basis of 67,801,571 population, which covers an estimated increase of 1,250,000 for 1891, 1892, 1893 and 1894.

‡ Decrease.

Summary of Railway Mileage in the United States by States and Territories—Continued.

State or Territory.	Mileage on June 30, 1894.			Number of miles of line per 100 square miles of territory.*	Number of miles of line per 10,000 inhabitants.†
	Total.	Proportion to total mileage.	Increase over June 30, 1893.		
		Per cent.			
Minnesota,	6,009.07	3.36	97.20	7.59	42.74
Mississippi,	2,478.26	1.39	12.65	5.35	17.80
Missouri,	6,499.01	3.64	114.51	9.46	22.47
Montana,	2,735.26	1.53	41.86	1.88	191.73
Nebraska,	5,540.05	3.10	10.83	7.21	48.45
Nevada,	925.37	.52	‡7.25	.84	187.85
New Hampshire,	1,191.00	.67	‡5.82	13.23	29.30
New Jersey,	2,155.22	1.21	1.60	28 91	13.82
New York,	8,071.84	4.52	33.56	16.95	12.46
North Carolina,	3,432.44	1.92	‡4.14	7.07	19.65
North Dakota,	2,516.00	1.41	195.64	3.58	127.57
Ohio,	8,546.73	4.78	184.02	20.97	21.56
Oregon,	1,528.78	.85	25.24	1.62	45.13
Pennsylvania.	9,594.39	5.37	300.20	21.33	16.90
Rhode Island.	226.06	.13	.01	20.84	6.06
South Carolina,	2,584.46	1.45	4.47	8.57	20.80
South Dakota,	2,799.27	1.57	95.57	3.64	78.90
Tennessee,	3,064.57	1.71	17.80	7.34	16.06
Texas,	9,264.34	5.18	89.28	3.53	38.38
Vermont,	987.81	.55	‡2.51	10.81	27.52
Virginia,	3,564 46	1.99	‡36.11	8.88	19 94
Washington,	2,810.92	1.57	43.68	4.20	74.48
West Virginia,	1,985.77	1.08	117.50	7.85	23.51
Wisconsin,	6,022.95	3.37	12.61	11.06	33.06
Wyoming,	1,159.78	.65	9.64	1.19	176.51
Alaska,	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Arizona,	1,126.00	.63	‡34 20	1.00	174.25
District of Columbia,	28.35	.02	. . . . .	47.25	1.14
Indian Territory,	1,010.63	.56	‡177.64	3.26	52.14
New Mexico.	1,414.54	.79	2.53	1.16	85.42
Oklahoma,	382.39	.21	184.17	.98	57.22
Utah,	1.358.53	.76	18.67	1.65	60.54
Total,	178,708.55	100.	2,247.48	6.02	26.36

* On basis of 2,970.000 square miles, which covers "land surface" only, and excludes Alaska.

† On basis of 67,801,571 population, which covers an estimated increase of 1,250,000 for 1891, 1892, 1893 and 1894,

‡ Decrease.

It will be seen that during the year ending June 30, 1894, there was an increase in mileage in the United States of but 2,247.48 miles. This is by far the smallest increase since the period in which railway construction on a permanent basis was fairly begun. While it is to be regretted that there has been so small a percentage of increase in the country at large, it is a source of gratification that the greatest increase in any state is found in Pennsylvania, the figures showing an increase of a little over 300 miles. This falling off in the percentage of increase is due to the fact that fewer lines were constructed than in former years, and the increase that has been made is due largely to the extension of the lines heretofore constructed, showing conclusively that the business depression has either delayed or prevented the carrying out of new railway enterprises. During the year in the United States there were sixteen railway corporations whose lines were abandoned, representing a mileage of about 188 miles. It will be seen therefore that no railways of any considerable length have been abandoned permanently.

STREET RAILWAYS.

It is certain that in the last five years there has been a revolution in the facilities for city and local transportation of passengers, and in the rapidity with which such transportation is effected. The general use of electricity as a motive power for street cars has entirely displaced the horse, which has so long been employed, and has greatly depreciated the value of this faithful animal. The rapidity with which one change has followed another as the result of experiments in utilizing electricity as a motive power, and the changes in the laws at each session of the Legislature relative to the incorporation of motor, traction and street railway companies, have all contributed to the unsettled state of affairs which now exists with reference to the legal status of the several kinds of corporations concerned in this species of transportation. Traction or motor companies either have or are rapidly taking the place of the old street car franchises and properties. And to this the spirit of speculation which has been manifested in every center of population where there has been a chance of constructing a street railway with any hope of return on the investment, and we are brought face to face with much confusion and are in the presence of many unsettled questions

which sooner or later will have to be adjudicated by the courts before relative rights are determined and property ownerships established. Motor and traction companies incorporated under the act of 1887 were for the purpose of furnishing motive power to street car companies, but by systematic plan of changes affected through legislation they are to all intents and purposes, or at least may so become, street railway corporations. The legislation enacted at the session of 1895, printed with this report, seems to complete the chain of transition by which traction and motor companies are now acting in the capacity or street railway companies and have so largely absorbed by merger, consolidation, lease and other acts of ownership, the old street car corporations whose lines were constructed before the passage of the act of 1887, as well as the absorption of the rights under charters which have been granted recently as street railway corporations. The extended powers given traction and motor companies have resulted in rendering worthless many of the speculative charters granted in the last four or five years. Possibly the owners of some of these charters may have realized on them, but most of them have been abandoned. Many of these corporations appear on the list of companies that have been stricken from the list of reporting companies. So quickly have changes in conditions taken place that the blanks prepared and furnished for returns are ineffectual in that they fail to meet the conditions at the end of the fiscal year for which they were prepared. On account of the changes during the last five years, the information obtained from the different classes of corporations lacks that degree of certainty essential to making it valuable as statistics, and deductions made therefrom would be misleading. Legally a corporation exists until it is merged into or consolidated with another corporation or until it is dissolved by a decree of court having competent jurisdiction. In many cases it has been found that while there has been no legal merger, consolidation or dissolution, charters have been granted, but no roads constructed, perhaps not even partially constructed, when a traction or motor company, or some other street car company has assumed control of affairs, constructed the road, assumed all obligations, taken into its possession the stock and issued its bonds in lieu of those issued by the first corporation, and in effect, if not in law, absorbed the entire existence of the corporation with reference to rights, privileges and liabilities. This system of merger or consolidation has been carried on in the last two or three years to a degree that is astonishing. In Lancaster county many street railway companies were started, charters were secured, and, in a few cases, construction begun, but now there is apparently only a vestige remaining of these corporations. The charters may be still in the possession of some persons, but their whereabouts are hard to ascertain,

and the enterprises contemplated have been absolutely abandoned or the rights absorbed by the Pennsylvania Traction Company. If there be a legal existence after such attempt at merger or consolidation, it is difficult to find the officers of the corporations or the place of business, or any books or records of accounts which will show that there is any vitality remaining in the corporations. A number of these corporations were on our list for the year ending June 30, 1895, but in many cases no answers could be obtained to our communications, and upon investigation it was found that they had been practically merged into other corporations to the fullest extent possible without going through the legal process of merger. Such corporations have been stricken from our list, as returns from them would only multiply figures that would be worthless. It is possible that the legislation enacted at the last session will pave the way to more consolidations, and many of the charters heretofore granted will be wiped out of existence. A revised blank will be furnished street railway companies for the year ending June 30, 1896, which will conform, so far as possible, to existing conditions, and it is expected that the information obtained will more nearly represent the facts than does the information obtained this year.

NEW LEGISLATION RELATIVE TO RAILWAYS.

During the session of the Legislature of 1895 there were seven different acts passed relating to the management, consolidation and leasing of steam and street railway corporations, and they are printed in this report for the information of the public.

AN ACT

Authorizing street passenger railway companies, whose line or lines are not on township or country roads, to enter into contracts with traction or motor power companies, which contracts may provide for the lease, for the sale and for the operation of all or of any part of their property and franchises, and for the construction of necessary cables, motors, apparatus and appliances to be paid for by mortgage, bonds and otherwise.

Section 1. Be it enacted, etc., That any street passenger railway company heretofore or which may hereafter be incorporated in this Commonwealth, under general or special laws, whose line or lines

are not on township or country roads, is hereby authorized to sell or to lease, or to lease and to sell its property and franchises to any traction or motor power company incorporated under the laws of this Commonwealth, not operating a line or lines of railway on township or country roads, upon such terms as shall be agreed upon. Any such railway company may also contract with any such traction or motor power company or companies for the construction upon and along its line of railway, and that of any companies operated or controlled by it, whose line or lines are not in township or country roads, of motors, cables, electric or other apparatus and appliances, and for the payment of the price thereof by bonds to such extent as may not exceed its issued full paid capital stock, secured, if it shall be deemed advisable, by mortgages of its franchises and property. Contracts may also be entered into between such companies for the operation of the lines of railway of such railway companies by such traction or motor power companies as operators, lessees, or otherwise, by means of cables, electric and other appliances and fixtures, and also by means of any motive power which could lawfully be used upon the line owned, leased or operated by said railway company: Provided, That nothing herein contained shall be construed as permitting the propulsion of cars along the line of any street passenger railway by means of steam: And provided further, That no traction or motor power company shall enter upon any of the streets or highways of any city or borough for the construction thereon of any of the appliances or fixtures necessary to operate any street passenger railway company by cables, electricity or mechanical device or power, until after the consent of the municipal or local authorities shall be given to an entry upon such streets or highways for the purpose of such construction.

Approved—The 15th day of May, A. D. 1895.

DANIEL H. HASTINGS.

AN ACT

Authorizing traction or motor power companies to enter into contract with each other for the sale, lease and operation of their respective property and franchises.

Section 1. Be it enacted, etc., That any traction or motor power company heretofore or hereafter incorporated under the laws of this Commonwealth is hereby authorized to sell or to lease, or to lease and to sell its property and franchises, as well those owned as those leased, operated or controlled by it, including so much of any line or lines of passenger railways owned, leased or controlled by it as

is located upon street or streets to any other traction or motor power company incorporated under the laws of this Commonwealth, upon such terms as may be agreed upon. Such traction or motor power company may also enter into contracts with other traction or motor power companies incorporated under the laws of this Commonwealth for the operation of lines of railway and property owned, leased, operated or controlled by it: Provided, That nothing herein contained shall be construed as authorizing any traction or motor power company to acquire, lease or operate so much of the line of any other motor power company as occupies any township, borough or country road.

Approved—The 15th day of May, A. D. 1895.

DANIEL H. HASTINGS.

AN ACT

Authorizing traction or motor power companies and street passenger railway companies owning, leasing, controlling or operating different lines of street railways, to operate all of said lines as a general system, and to lay out such new routes or circuits over the whole or any part of any street or streets occupied by such different companies, and to run cars thereon for such distances and in such directions as will in the opinion of the operating company best accommodate public travel.

Section 1. Be it enacted, etc., That from and after the passage of this act it shall be lawful for any traction or motor power company, or street passenger railway company, owning, leasing, controlling or operating different lines of street railways of different companies to operate as a general system so much of said different lines as occupy streets, and from time to time to lay out such new routes or circuits over the whole or any part of such street or streets occupied by the tracks of the different companies which it thus owns, leases, controls or operates, and upon such routes or circuits to run cars for such distances, and in such directions, as will in the opinion of the operating company best accommodate public travel: Provided, That nothing in this act contained shall be construed to give any traction or motor power company, or street passenger railway company, any authority to run its cars upon the tracks of any street passenger railway company not owned, leased, controlled or operated by it without the consent of such company, or the consent of the traction or motor power company owning, leasing, controlling or operating such company: Provided however, That such consent by any traction or motor power company leasing, controlling or operating such street passenger railway company shall

not be given for any longer term than is covered by the agreement for such lease, control or operation.

Approved—The 15th day of May, A. D. 1895.

DANIEL H. HASTINGS.

AN ACT

To amend an act entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine, increasing the length of the tracks of other companies that may be used, authorizing the carrying and distribution of mails of the United States, and the abandonment of portions of street railways.

Section 1. Be it enacted, etc., That the fourteenth section of an act, entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine, which reads as follows:

"Section 14. Any passenger railway company incorporated under this act shall have the right to use such portion of the track of any other company, already laid down, as may be necessary to construct a circuit upon its own road at the end thereof. The length of track to be used, which shall be used only with the consent of the local authorities of the city, borough or township, in no event shall exceed five hundred feet in length of single track. Before any such use occurs, compensation shall be paid to the corporation owning the track laid. In case of disagreement, the court of common pleas of the proper county, upon the petition of the corporation seeking the privilege, shall appoint five persons to view and assess the damages, and report thereof make to the court, with the right of appeal now secured under section eight of article sixteen of the Constitution, and of an act for the further regulation of appeals from assessment of damages to owners of property taken for public use, passed June thirteenth, one thousand eight hundred and seventy-four. If an appeal shall be taken, it shall be competent to pay into court the amount of said award, upon which payment the right to use said track shall vest, and said sum shall await the final judgment on said appeal," be and is hereby amended to read as follows:

Section 14. Any passenger railway company incorporated under this act shall have the right to use such portion of the single or double tracks of any other company incorporated under this act, and already laid down, as may be necessary either to construct a

circuit upon its road or to connect with the road of any passenger railway company already in existence, agreeing by itself or through its lessee or operating company to make such connection. The length of tracks to be used, shall be used only with the consent of the local authorities of the city, borough or township, and in no event shall exceed two thousand five hundred feet in length of street or highway; and said company shall have the right to replace, at its own expense, such tracks with new tracks and appliances necessary for the proper operation of the cars of both companies over and upon said tracks. Before any such use occurs, compensation shall be paid to the corporation owning the track laid. In case of disagreement, the court of common pleas of the proper county, upon the petition of the corporation seeking the privilege, shall appoint five persons to view and assess the damages and return thereof make to the court, with the right of appeal now secured under section eight of article sixteen of the Constitution, and of an act for the further regulation of appeals from assessment of damages to owners of property taken for public use, passed June thirteen, one thousand eight hundred and seventy-four. If an appeal shall be taken, it shall be competent to pay into court the amount of such award, upon which payment the right to use said tracks shall vest, and said sum shall await the final judgment on said appeal.

Section 2. That section fifteen of an act entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth," approved the fourteenth day of May, Anno Domini one thousand eight hundred and eighty-nine, which reads as follows, to-wit:

"Section 15. No street passenger railway shall be constructed by any company incorporated under this act within the limits of any city, borough or township, without the consent of the local authorities thereof, nor shall any street passenger railway be incorporated hereunder, which shall not have a continuous route from the beginning to the end, forming a complete circuit with its own track, excepting the five hundred feet to be used under section fourteen hereof," be and is hereby amended as follows:

Section 15. No street passenger railway shall be constructed by any company incorporated under this act within the limits of any city, borough or township, without the consent of the local authorities thereof, nor shall any street railway be incorporated hereunder, which shall not have a continuous route from the beginning to the end, excepting the twenty-five hundred feet authorized to be used under section fourteen as amended by the provisions of this act.

Section 3. That hereafter any company now or hereafter incorporated under the provisions of an act entitled "An act to provide for the incorporation of street railway companies in this Common-

wealth," approved May fourteenth, Anno Domini one thousand eight hundred and eighty-nine, in addition to conveying passengers, shall also have the power and authority to contract for and to locally gather, carry and distribute the mails of the United States.

Section 4. Any company incorporated under the provisions of an act entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth," approved May fourteenth, Anno Domini one thousand eight hundred and eighty-nine, is hereby authorized and empowered, with the consent of the authorities of the municipality within which said railway is located, to abandon any portion of its road, without prejudice to its right to operate, or to complete and operate the remaining portion of its railway by appropriate action by its board of directors with the approval of a majority in value of its stockholders, upon the filing of a copy of such action, certified under the hand of its president and secretary and the seal of the company, in the office of the Secretary of the Commonwealth, and also with the proper municipal authorities.

Section 5. That all acts or parts of acts inconsistent herewith shall be and are hereby repealed.

Approved—The 21st day of May, A. D. 1895.

DANIEL H. HASTINGS.

AN ACT

To amend and extend an act entitled "An act further to regulate proceedings in courts of justice, and for other purposes," approved the sixth day of May, one thousand eight hundred and forty-four, authorizing the judges in vacation, or when court is not in session, to approve bonds of railroads and canal companies for land damages.

Section 1. Be it enacted, etc., That section five of the act entitled "An act further to regulate proceedings in courts of justice, and for other purposes," approved the sixth day of May, one thousand eight hundred and forty-four, which reads as follows:

"Section 5. That in all cases where acts creating railroad or canal companies, security to the owners of lands, through which any canals or railroads may pass, is required to be given, and approved by any of the courts in the counties where such lands lie, said security may be given and approved of by any two of the judges of said courts during vacation: Provided, That at least five days' notice shall first be given to the owners of such lands, or their known agent or attorney, of the time and place of offering such security, and the names

of the sureties to be offered," shall be so amended and extended as to read as follows:

That in all cases in which any railroad or canal company is or shall be required to give security to the owners of lands which any railroad or canal company may pass or be located, any one of the judges of the court of common pleas having jurisdiction in respect to the approval of such security, shall have the power at any time during vacation, or when such court shall not be in session, to receive the application and approve the bond and the security offered, and direct such bond to be filed in the said court for the benefit of the parties entitled to receive the damages: Provided, That not less than ten days' notice shall first be given to the owners of such land, or to their known agent or attorney, of the time and place when and where such bond and security will be offered to the judge, and the names of the sureties to be offered.

Approved—The 22d day of May, A. D. 1895.

DANIEL H. HASTINGS.

STEAM RAILROADS NOT IN OPERATION.

List of steam railroad corporations, whose lines are not in operation or are not constructed, or are now in process of construction, exhibiting the "authorized" capital, together with the amount expended on organization, construction, etc. (Blank spaces in the columns indicate that the information has not been furnished the department.)

	Amount of capital stock authorized by law.	Amount expended on organization, construction, etc.
Allegheny Connecting,	$10,000 00	$200 00
Allegheny and Monongahela,	80,000 00	
Allegheny and Lawrence,	1,500,000 00	
Allegheny and South Side,	50,000 00	
Altoona Short Line,	650,000 00	13,000 00
Altoona and Philipsburg Connecting,	600,000 00	24,000 00
Athens and South Waverly,	10,000 00	982 50
Beaver Meadow, Trexcow and New Boston,	200,000 00	299 30
Beech Creek, Altoona and Southwestern,	1,000,000 00	20,000 00
Binghamton, Pennsylvania and Southern,	800,000 00	16,000 00
Blue Mountain,	1,000,000 00	14,218 00
Charleroi and Belle Vernon,	30,000 00	
Chest Creek,	100,000 00	6,000 00
Chester and Delaware,	150,000 00	3,000 00
Clermont and Marvin Creek,	50,000 00	186 17
Clearfield, Conemaugh and Western,	1,500,000 00	37,500 00
Coal Glen,	50,000 00	
Crescent Connecting,	20,000 00	15,096 28
Dauphin and Berks,	100,000 00	
Danville and Shamokin,	250,000 00	26,710 00
Danville and Riverside,	50,000 00	
Delaware and Anthracite,	5,000,000 00	
Easton and Philadelphia,	1,000,000 00	16,300 00
East Stroudsburg and Matamoras,	400,000 00	2,000 00
Ellwood Northern,	50,000 00	786 50
Fair Hill,	150,000 00	256,576 68
Forest Central,	90,000 00	
Greenlick,	45,000 00	9,065 00
Grassy Island,	10,000 00	9,703 70
Hanover and Newport,	500,000 00	385,980 96
Harrisburg and Bedford,	2,500,000 00	6,948 93
Homer and Susquehanna,	200,000 00	8,628 09
Jefferson and Allegheny,	1,500,000 00	9,458 32
Kettle Creek,	350,000 00	2,322 00
Langhorne and Bristol,	400,000 00	446 93
McKeesport and Versailles Belt Line,	48,050 00	230 00
Mahoning and Allegheny,	110,000 00	
Mapleton and Rocky Ridge,	10,000 00	
Marcy,	10,000 00	167 00
Marion ad St. Clair,	50,000 00	82 00
Medix Run,	80,000 00	66,305 19
Mohnesville and Adamstown,	75,000 00	42,771 54
Monongahela and Allegheny,	60,000 00	2,359 96
Monongahela and Chartiers,	28,000 00	
Monongahela River and Broughton,	50,000 00	1,000 00

STEAM RAILROADS NOT IN OPERATION—CONTINUED.

	Amount of capital stock authorized by law.	Amount expended on organization, construction, etc.
Monterey and Streets Run Connecting,	$20,000 00	.....
Mt. Pleasant and Hammondsville,	18,000 00	.....
New Cumberland and Pittsburgh,	400,000 00	.....
New York, Philadelphia and Chicago,	2,250,000 00	$23,631 43
Ohio and North Eastern,	250,000 00	13,512 08
Oil City and New Castle,	750,000 00	.....
Oil City and Ridgway,	300,000 00	71,427 43
Path Valley,	200,000 00	32,000 00
Pennsylvania Midland,	2,500,000 00	250,100 00
Pennsylvania Midland,	1,900,000 00	.....
Pennsylvania and New Jersey,	300,000 00	334,817 67
Pennsylvania and Western,	5,000,000 00	100,000 00
Philadelphia, Bustleton and Trenton,	1,000,000 00	262,732 37
Philadelphia, Castle Rock and West Chester,	90,000 00	8,910 00
Philadelphia and Northern,	900,000 00	958,325 35
Pittsburg, Canonsburg and State Line,	200,000 00	.....
Pittsburg and Eastern,	5,000,000 00	37,657 60
Pittsburg, Brady's Bend and Lake Erie,	600,000 00	.....
Pittsburg, Monongahela and Wheeling,	1,100,000 00	.....
Pittsburg and Mansfield,	50,500 00	85 00
Philadelphia, Houtzdale and Albany,	5,400,000 00	3,500 00
Philadelphia and New England,	2,000,000 00	29,947 26
Priceville and Winton,	50,000 00	.....
Phillipsburg, Ebensburg and Johnstown,	1,200,000 00	24,000 00
Pottstown, Boyerstown and Reading,	150,000 00	3,109 25
Point Breeze,	18,000 00	.....
Reading, Lancaster and Baltimore,	3,000,000 00	35,419 73
Redstone Connecting,	100,000 00	197 18
Roxborough,	100,000 00	70,801 24
Schuylkill River West Side,	120,000 00	2,859 10
Sewickley and Jeannette,	158,830 00	3,000 00
Shade Creek,	25,000 00	.....
Sherrick Run,	500,000 00	3,862 12
Slatington,	200,000 00	1,740 69
Somerset County,	200,000 00	74,300 00
Southern Central,	3,000,000 00	11,151 75
State Line,	.....	.....
Streets Run and Dravosburg,	40,000 00	100 00
Susquehanna (Luzerne county),	50,000 00	100 00
Susquehanna (Cumberland county),	75,000 00	.....
Titusville, Cambridge and Lake Erie,	1,000,000 00	.....
Tomhicken, Milnesville and Eastern,	150,000 00	1,682 60
Union,	50,000 00	103,127 56
Union Transfer and Exchange,	250,000 00	.....
Uniontown and Lick Run,	50,000 00	13,430 84
Valley,	120,000 00	27,838 84
West Chester and Phoenixville,	250,000 00	27,061 90
Wilkes-Barre and Williamsport,	1,600,000 00	7,200 00
York and Black Mount,	50,000 00	278 20
Youghiogheny Central,	200,000 00	7,289 11
Youghiogheny Connecting,	50,000 00	1,058 65
Youghiogheny and Elizabeth,	50,000 00	.....
Youghiogheny Southern,	200,000 00	7,760 00
Youghiogheny and Wick Haven,	18,000 00	16,093 56
Total,	$64,160,550 00	$3,538,433 56

LIST OF STREET RAILWAYS NOT IN OPERATION.

List of street railways to whom charters have been granted but whose lines have not been constructed or are not in operation exhibiting amount of authorized capital, capital paid in and amount paid for organization, construction, etc.

	Capital authorized by law.	Capital paid in.	Paid for organization and construction.
Altoona and Hollidaysburg,	$50,000 00	.....	.....
Allentown and Reading,	108,000 00	$3,600 00	$2,500 00
Ambler,	12,000 00	1,086 00	948 75
Anthracite,	500,000 00	2,200 00	82 50
Aramingo Avenue,	12,000 00	625 00	142 73
Baltimore Avenue,	50,000 00	5,000 00	.....
Beaver Meadow, Hazleton, Mahanoy and Shenandoah,	150,000 00	15,000 00	1,481 29
Beaver and Vanport,	15,000 00	.....	.....
Bedford Electric,	15,000 00	.....	.....
Belmont Avenue,	18,000 00	.....	138 75
Bellefonte Electric,	18,000 00	600 00	94 04
Beltzhoover and Amanda Avenue,	9,000 00	.....	.....
Bethlehem and Nazareth,	.....	.....	.....
Bloomsburg,	12,000 00	.....	.....
Boulevard,	18,000 00	.....	.....
Braddock,	350,000 00	100,400 00	126,335 76
Braddock and Brinton,	6,000 00	600 00	.....
Bristol and Trenton,	48,000 00	2,400 00	2,400 00
Birdsborough,	12,000 00	400 00	550 00
Bradford,	100,000 00	16,250 00	1,000 00
Bristol and Newtown,	100,000 00	10,000 00	3,500 00
Brown and Parish,	15,000 00	1,500 00	.....
Bucks County,	100,000 00	3,300 00	115 35
Butler Traction,	10,000 00	1,000 00	126 75
Buttonwood Street and Fairmount Park,	30,000 00	1,000 00	.....
Carbondale and Forest City,	300,000 00	.....	.....
Cambridge and Edinboro,	50,000 00	5,000 00	125 00
Cammal and Black Forest,	150,000 00	70,000 00	83,416 79
Central Electric Elevated,	200,000 00	6,600 00	100 00
Central Electric of Philadelphia and Delaware County,	60,000 00	2,060 00	150 00
Charleroi, California and Brownsville,	70,000 00	2,200 00	.....
Chestnut Hill and Spring House,	48,000 00	2,500 00	145 43
Cherry Street,	12,000 00	610 00	86 29
Citizens' (Pottsville),	200,000 00	.....	.....
Citizens' Clearfield and Cambria,	6,000 00	600 00	.....
Citizens' (Pottstown),	90,000 00	3,000 00	4,200 00
Citizens' East End,	15,000 00	1,500 00	.....
Citizens' North End,	36,000 00	3,600 00	.....
Citizens' (South Philadelphia),	30,000 00	.....	.....
Citizens' (North Philadelphia),	36,000 00	.....	.....
Citizens' (Beaver Falls),	18,000 00	729 00	.....
Clearfield Traction,	1,500,000 00	1,500,000 00	50,000 00
Columbia and Marietta,	50,000 00	1,033 00	.....
Connecting,	18,000 00	1,800 00	100 00
Columbia, Ironville and Mt. Joy,	300,000 00	30,000 00	37,586 51

LIST OF STREET RAILWAYS NOT IN OPERATION—CONTINUED.

	Capital authorized by law.	Capital paid in.	Paid for organization and construction.
Cumberland Valley Traction,	$500,000 00	$200,000 00	$204,000 00
Delaware Front,	24,000 00	.....	.....
Delaware and Schuylkill,	50,000 00	1,600 00	.....
Delaware and Schuylkill Traction,	50,000 00	5,000 00	.....
Diamond Street,	6,000 00	310 00	95 58
Dillsburg, York Springs and Gettysburg,	150,000 00	5,000 00	560 00
Dravosburg and Elizabeth,	40,000 00	40,000 00	500 00
East Aramingo Avenue,	18,000 00	925 00	144 00
Easton and Bangor,	100,000 00	3,200 00	3,200 00
East New Castle,	16,000 00	16,000 00	.....
East Snyder Avenue,	6,000 00	310 00	86 57
Easton and South Easton,	100,000 00	.....	.....
Economy,	30,000 00	3,000 00	.....
Edinboro and Erie,	200,000 00	35,000 00	.....
Elmwood and Fairmount Park,	50,000 00	8,000 00	8.000 00
Erie Transit,	600,000 00	6,000 00	.....
Fairmount Park,	1,000,000 00	.....	.....
Frankford, Birdsboro and East Fairmount,	78,000 00	.....	.....
Fairmount Palace Car Company,	48,000 00	4,800 00	.....
Fairmount Park and Haddington,	300,000 00	164,180 00	164,180 00
Federal Street,	20,000 00	1,010 00	107 99
Ferry,	5,000 00	200 00	.....
Forty-second Street and West Park,	250,000 00	2,000 00	.....
Forty-ninth Street and Westminster, Avenue,	250,000 00	2,000 00	.....
Gladwyne,	6,000 00	420 00	110 00
Glenwood and Dravosburg,	54,000 00	5,400 00	.....
Grand View Avenue,	6,000 00	600 00	.....
Grand View Traction,	15,000 00	1,500 00	.....
Greensburg, Jeannette and Pittsburg,	500,000 00	.....	.....
Harrisburg and Cumberland,	36,000 00	1,310 00	1,305 00
Hazlewood Avenue,	7,500 00	.....	.....
Highland Park and Butler,	12,000 00	1,200 00	82 00
Hill Top Traction,	8,000 00	800 00	.....
Hestonville and Overbrook,	5,000 00	500 00	.....
Holmesburg, Tacony and Frankford,	800,000 00	80,000 00	240,000 00
Holmesburg and Bristol,	60,000 00	.....	.....
Huntingdon,	15,000 00	.....	.....
Huntingdon Street Connecting,	6,000 00	.....	178 00
Jenkintown,	150,000 00	1,600 00	.....
Jackson and Porter Streets,	50,000 00	2,000 00	1,610 00
Johnson Street,	35,000 00	1,800 00	114 84
Keystone,	180,000 00	6,000 00	82 00
Keystone Traction,	10,000 00	1,000 00	1,000 00
Kittanning Traction,	15,000 00	1,500 00	.....
Lancaster and Susquehanna,	100,000 00	2,800 00	2,800 00
Lackawanna Valley Traction,	400,000 00	40,000 00	.....
Lackawanna and Old Forge,	36,000 00	.....	12,000 00
Liberty Traction,	70,000 00	2,425 00	.....
Lewisburg and Mifflinburg,	100,000 00	1,950 00	.....
Lewistown and Reedsville,	24,000 00	800 00	.....
Lebanon Valley Traction,	10,000 00	1,000 00	.....
Luzerne, Dallas and Harvey's Lake,	300,000 00	180,000 00	.....
Manorville Traction,	12,000 00	1,200 00	.....
Meadville,	30,000 00	3,000 00	100 00
Merion Avenue,	50,000 00	1,000 00	635 00
McKeesport and Duquesne,	15,000 00	500 00	.....
Manayunk,	12,000 00	400 00	.....
Market Street, Richmond and Frankford	96,000 00	96,000 00	133,000 00
Mechanicsburg and Boiling Springs,	100,000 00	1,400 00	.....
Media, Middleton, Ashton and Chester,	30,000 00	5,150 00	4,746 68
Midvale,	30,000 00	3,000 00	.....

LIST OF STREET RAILWAYS NOT IN OPERATION—CONTINUED.

	Capital authorized by law.	Capital paid in.	Paid for organization and construction.
Middletown,	$100,000 00	$14,208 80	.....
Monongahela City,	15,000 00	9,027 20	$9,$27 20
Morrison's Cove,	175,000 00	1,750 00	.....
Morrisonville and Trenton,	18,000 00	600 00	250 50
Mount Minsi,	125,000 00	1,200 00	.....
Mount Washington,	12,000 00	1,200 00	.....
Mount Vernon,	24,000 00	6,000 00	.....
Mount Troy and Reserve Township Traction,	20,000 00	910 00	445 00
Moore and Mifflin Streets,	26,000 00	1,310 00	.....
Montgomery County,	150,000 00	.....	154,917 50
Morningside and Highland Park,	30,000 00	.....	.....
Moyamensing and Penrose Ferry Roads,	75,000 00	5,800 00	.....
Newberry,	18,000 00	600 00	.....
North End.	24,000 00	2,400 00	.....
Northern,	100,000 00	10,000 00	1,000 00
North Scranton Transit,	9,000 00	6,000 00	.....
Norristown and Perkromen Creek,	150,000 00	2,400 00	2,625 00
Northumberland and Allenwood,	108,000 00	.....	.....
Nunnery Hill Inclined Plane,	60,000 00	60,000 00	90,862 04
Oakmont and Verona Traction,	7,500 00	250 00	.....
Olyphant Suburban Traction,	36,000 00	9,000 00	.....
Olyphant and Winton Traction,	36,000 00	900 00	.....
Park Street,	24,000 00	2,400 00	.....
Park Avenue and Carlisle Street,	8,000 00	800 00	.....
People's Traction,	10,000,000 00	5,970,927 50	.....
People's (Chester),	50,000 00	1,500 00	.....
People's of Nanticoke and Newport,	60,000 00	.....	.....
Philadelphia and Bryn Mawr,	50,000 00	1,400 00	.....
Philadelphia Elevated,	40,000 00	.....	.....
Philadelphia and Ardmore,	12,000 00	1,200 00	150 00
Philadelphia Suburban,	600,000 00	60,000 00	.....
Philadelphia and Delaware,	150,000 00	.....	.....
Philadelphia, Baltimore and Narberth,	24,000 00	2,400 00	184 75
Philadelphia and Rosemont,	150,000 00	1,200 00	1,500 00
Philadelphia and Neshanney.	75,000 00	2,505 00	82 00
Philadelphia and Lansdale,	100,000 00	3,400 00	135 00
Philadelphia and Trenton,	150,000 00	15,000 00	15,000 00
Philadelphia and Trenton,	132,000 00	5,000 00	5,000 00
Philadelphia West Side,	250,000 00	2,000 00	.....
Penn Traction,	10,000 00	1,000 00	150 00
Pittsburg, Glenwood and Homestead,	20,000 00	2,000 00	8,000 00
Pittsburg, Crafton and Mansfield,	500,000 00	500,000 00	132,918 07
Pittsburg, Beltzhoover and Knoxville,	15,000 00	300 00	.....
Pittsburg,	15,000 00	1,500 00	.....
Pittston, Jenkins and Avoca,	75,000 00	18,750 00	.....
Pittston Suburban,	90,000 00	22,500 00	.....
Pitcairn, Wilmerding and Braddock,	21,000 00	2,106 00	256 00
Pottsville and Reading,	100,000 00	7,000 00	.....
Powellton Avenue and Thirty-fourth Streets,	20,000 00	400 00	200 00
Pottsville, Cresson, Schuylkill Haven and Owensburg,	75,000 00	600 00	.....
Radnor, Haverford and Philadelphia,	75,000 00	1,800 00	1,339 75
Reading and Pottstown,	100,000 00	3,200 00	485 90
Reading and Womelsdorf,	500,000 00	500,000 00	580,037 03
Riverside,	100,000 00	5,000 00	.....
Riverview,	50,000 00	500 00	.....
Sanatoga, Royersford and Collegeville,	150,000 00	2,670 00	2,790 00

LIST OF STREET RAILWAYS NOT IN OPERATION—CONTINUED.

	Capital authorized by law.	Capital paid in.	Paid for organization and construction.
Schoville Island,	$36,000 00	$1,200 00	$1,200 00
Scranton North End,	20,000 00	2,000 00	.....
Scranton and Pittston,	90,000 00	22,500 00	.....
Schuylkill Valley,	50,000 00	5,000 00	2,500 00
Schuylkill Highlands,	100,000 00	400 00	.....
Scranton Rapid Transit,	60,000 00	.....	.....
Scranton and Abingdon,	100,000 00	18,000 00	.....
Scranton and Pittston,	1,050,000 00	.....	.....
Scottdale, Everson and Bradford,	30,000 00	1,000 00	.....
Selins Grove and Sunbury,	100,000 00	1,200 00	.....
Second Avenue,	502,850 00	502,850 00	.....
Shamokin and Bear Valley,	100,000 00	1,000 00	.....
Shamokin and Elysburg,	100,000 00	1,250 00	.....
Sheridan Terrace,	12,000 00	400 00	.....
Slate Belt,	200,000 00	20,000 00	500 00
Slatington,	30,000 00	1,000 00	.....
Southern,	200,000 00	200,000 00	199,966 34
South End,	36,000 00	3,600 00	.....
Spring Hill,	12,000 00	.....	.....
Spangler and Hastings,	42,000 00	1,400 00	98 25
Suburban of West Chester,	400,000 00	13,000 00	3,187 77
Suburban of Philadelphia,	225,000 00	7,500 00	.....
Swissvale,	400,000 00	2,500 00	.....
Swissvale and Wilkinsburg,	33,000 00	3,300 00	150 00
Sylvan Avenue,	12,000 00	1,200 00	.....
Suburban,	45,000 00	1,800 00	.....
Tamaqua and Lansford,	50,000 00	16,663 50	15,663 50
Towanda Traction,	250,000 00	2,900 00	800 00
Tioga and Venango,	4,000 00	400 00	.....
Turtle Creek Valley,	25,000 00	2,500 00	.....
Union (Williamsport),	3,000 00	100 00	.....
Union Line,	12,000 00	1,200 00	1,200 00
United Traction,	100,000 00	.....	500 00
Verona and Oakmont Traction,	4,500 00	150 00	.....
Washington and Tylerdale,	12,000 00	400 00	400 00
Williams Valley,	100,000 00	2,400 00	450 00
Willow Grove and Hatboro,	18,000 00	600 00	.....
West Chester and Downingtown,	100,000 00	2,000 00	2,000 00
West Side Traction,	10,000 00	1,000 00	1,000 00
Wilkes-Barre and East Side,	150,000 00	1,000 00	1,000 00
York and Dallastown,	60,000 00	1,200 00	581 29
York and Dover,	50,000 00	1,600 00	248 88
York and Manchester,	40,000 00	1,200 00	111 08
York and Wrightsville,	75,000 00	2,240 00	111 08
	$32,362,350 00	$10,837,245 00	$2,332,013 53

DELINQUENT CORPORATIONS.

The following named corporations having failed to make reports for the fiscal year ending June 30, 1895, as required by law, were duly certified to the Attorney General for the collection of the penalty of five thousand dollars which the law imposes for such failure to report.

STEAM.

Altoona Clearfield and Northern.
Nanticoke and Newport.
New York, Susquehanna and Western.
Pittsburg and Castle Shannon.

Ulysses and Pine Creek.
Athens and South Waverly.
Streets Run and Homestead.
Streets Run and Dravosburg.
Susquehanna.
Somerset County.
Portage Creek and Rich Valley.

STREET.

Allegheny Valley.
Bellevue and Pittsburg.
Dravosburg, Mendelsohn and Elizabeth.
Grand View Traction Company.
Grand View Avenue.
Hill Top Traction Company.
Mount Washington.
North Philadelphia.
Nunnery Hill Inclined Plane Company.
Reynolton and Port Vue Traction Company.
White Electric Traction Company.
Central Passenger.
Columbia, Ironville and Mt. Joy.
Dravosburg and Elizabeth.
Lackawanna Valley Rapid Transit Company.
Northumberland, Bloomsburg and Scranton.
Philadelphia Rapid Transit Company.
Etna and Glenshaw.
This company made a report after being certified.

CONSOLIDATIONS.

The following named corporations have been reported as merged with other corporations:

STEAM.

Brownsville and State Line Railroad Company, merged into the Pittsburg, Virginia and Charleston Railroad Company.

Cherry Grove Railroad Company, merged into Tionesta Valley Railway Company.

Coudersport and Pine Creek Railroad Company, merged into Coudersport and Port Allegheny Railroad Company.

Coudersport and Wellsboro Railroad merged into Buffalo and Susquehanna Railroad Company.

Cresson, Clearfield County and New York Short Route Railroad Company sold under foreclosure and re-organized as Cresson and Irvonia Railroad Company.

Kendall and Eldred Railroad Company merged into Western New York and Pennsylvania Railroad Company.

Kinzua Railroad Company merged into Western New York and Pennsylvania Railroad Company.

McKean and Buffalo Railroad Company merged into Western New York and Pennsylvania railroad.

McKeesport and Bessemer Railroad Company merged into Pittsburg, Virginia and Charleston Railroad Company.

Monongahela and Streets Run Railroad Company merged into Pittsburg, Virginia and Charleston Railroad Company.

Pennsylvania, Poughkeepsie and Boston Railroad Company sold at judicial sale and re-organized as New England Railroad Company.

Philadelphia and Pittsburg Railroad Company merged into Pittsburg and Eastern Railroad Company.

Sheffield and Spring Creek Railroad Company merged into Tionesta Valley Railway Company.

Tionesta Valley Railroad Company name changed to Tionesta Valley Railway Company.

Warren and Farnsworth Railroad Company merged into Tionesta Valley Railway Company.

State Line Railroad Company merged into Buffalo and Susquehanna Railroad Company.

STREET.

Brinton Park Street Railway Company name changed to East New Castle Railway Company.

Centre and West End Passenger Railway Company merged into Vallamont Traction Company.

Citizens' Passenger Railway Company merged into McKeesport, Duquesne and Wilmerding Railway Company.

Citizens' Passenger Railway (Williamsport) merged into Vallamont Traction Company.

Columbia and Donegal Railway Company merged into Pennsylvania Traction Company.

Columbia and Ironville Railway Company merged into Pennsylvania Traction Company.

East Reading Railway Company merged into East Reading Electric Railway Company.

Fairview and Riverton Passenger Railway Company merged into Harrisburg and Mechanicsburg Railway Company.

Franklin and Oil City Railway Company merged into Franklin Electric Railway Company.

Hazleton and North Side Electric Railway Company merged into Lehigh Traction Company.

Hazleton and South Side Electric Railway Company merged into Lehigh Traction Company.

Hazleton Suburban Street Railway Company merged into Lehigh Traction Company.

Junction Passenger Railway Company merged into Vallamont Traction Company.

Lancaster and Philadelphia Electric Railway Company merged into Pennsylvania Traction Company.

Lancaster and Terry Hill Street Railway Company merged into Pennsylvania Traction Company.

Lancaster and Lititz Street Railway Company merged into Pennsylvania Traction Company.

Lancaster and New Holland Street Railway Company merged into Pennsylvania Traction Company.

Lancaster Traction Company merged into Pennsylvania Traction Company.

McKeesport and Wilmerding Railway Company merged into McKeesport, Duquesne, Wilmerding Railway Company.

Norristown, Bridgeport and Conshohocken Traction Company name changed to Schuylkill Valley Traction Company.

Philipsburg and Houtzdale Passenger Railway Company merged into Clearfield Traction Company.

Shenango Valley Street Railway Company name changed to Valley Street Railway Company.

Vallamont Passenger Railway Company merged into Vallamont Traction Company.

Delaware Valley Electric Railway sold at receivers' sale.

Harrisburg and Cumberland Electric Railway Company merged into Harrisburg and Mechanicsburg Railway Company.

Houtzdale and Suburban Electric Railway Company merged into Clearfield Traction Company.

Philipsburg and Suburban Electric Railway Company merged into Clearfield Traction Company.

CANAL.

Susquehanna and Tide Water Canal Company (Philadelphia and Reading Railroad Company lessee) erroneously on the list.

ROADS ABANDONED.

The following named roads have been abandoned by decree of court, forfeiture of corporate rights, annullment of charter, etc.:

STEAM.

Ashbourn, Cheltenham and Philadelphia.
Bloomfield Junction.
Bradford.
Brady's Bend and Butler.
Central Railroad of Pennsylvania
Clarion, Mahoning and Pittsburg.
College Hill Marginal.
Dravosburg, Mendelssohn and Elizabeth
Delaware River and Lancaster.
Fairchance and State Line.
Granite Hill.
Hancock and State Line.
Mapleton and Rocky Ridge.
Mead and Laurel Run.
Olean, Bradford and Warren.
Parkesburg and Oxford.
Philadelphia Elevated.
Philadelphia and Willistown.
Philadelphia and West Chester.
Pittsburg, Beech Creek and New York
Pottsville, St. Clair and Minersville.
South Pennsylvania.
Wilcox and Rockey Run.
Williamsport and Clearfield.
York and Schuylkill.
York Springs and Dillsburg.

Allegheny and Butler.
Delaware.
First and Second Pool.
Galeton and Coudersport.
Mahoning.
Shickshinney and Huntingdon Valley.
State Line.
Streets Run and Homestead.

STREET.

Allegheny and Millvale.
Allegheny Valley.
Cambria and Somerset.
Citiizens' Fairmount Park.
Citizens' Scottdale.
Citizens' Chester.
City Traction Company.
Columbia and Washington.
Cumberland Valley.
Fairhill.
Homestead.
Holleywood and Grand View.
Jackson Street.
Jeannette and Penn.
Juniata Valley.
Lackawanna Valley.
Lancaster and Litiz.
Lancaster and Manheim.
Lancaster and Marietta.
Lancaster and Strasburg.
McKeesport and Braddock.
Mansfield Valley.
Marietta and Maytown.
Montgomery Avenue and Berks.
New Kensington.
North Allegheny.
Ohio River and Chartiers Valley.
Old York Road.
Phoenixville.
Pittsburg and Birmingham.
Pittsburg and Homestead.
Pittsburg Suburban.
Reynoldsville and Rathmel.
Royers Ford and Spring City.
Trans Allegheny.
Union, Luzerne County.
Venango.
Verner Street.
Washington.
West Girard Avenue.
Williams Valley.
Wissoming, Bustleton and Somertown.
Baum Street.
Brown Street.
Brookwood Traction Company.
Bethlehem and Catasauqua Traction Company.
Carbondale and Dundaff.
Columbia Traction Company.

Crystal Lake.
East End and Sharpsburg.
Etna and Glenshaw.
Fairmount Park Motor Company.
Fulton Street Inclined Plane.
Harrisburg and West Side.
Highland Park.
Inter-County.
Inter-State.
Jefferson and Allegheny.
Milton and Lewisburg.
Montgomery Avenue and Berks.
New Castle, Minersville and Tremont.
New Kensington Traction Company.
North Eastern.
Northern Electric.
North Side Elevated.
Northumberland, Bloomsburg and Scranton.
Philadelphia Rapid Transit Company.
Pittsburg and Arlington Avenue.
Pittsburg Elevated.
Pittsburg, Greensburg and Latrobe.
Pottsville Traction Company.
West End Inclined Plane.
Point Breeze.

REPORTS OF STEAM RAILROADS.

1-8-95

REPORTS OF COMPANIES.

ADDISON AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: July 21, 1887.

Under laws of what government or state organized: Chapter 917, laws of New York; act of March 24, 1865, of Pennsylvania.

If a consolidated company, name the constituent companies: Addison and Pennsylvania Railroad of New York, Addison and Pennsylvania Railroad of Pennsylvania; chartered in New York, August 19, 1892; chartered in Pennsylvania, August 19, 1892.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. C. Platt,	49 Broadway, New York,	When successors are elected.
Wm. Brookfield,	82 Fulton street, New York,	
J. E. Jones,	Yonkers, New York,	
F. H. Platt,	35 Wall street, New York	
W. G. Oakman,	82 Broadway, New York,	
Geo. R. Sheldon,	4 Wall street, New York,	
C. L. Pattison,	Elkland, Pa.,	
A. C. Gurnee,	Eden, Me.,	
T. F. Wood,	Orange, N. J.,	
C. S. Brice,	Lima, O.,	
F. M. Baker,	Oswego, N. Y.,	
H. B. Platt,	New York, N. Y.,	

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 49 Broadway, N. Y.

Postoffice address of operating office: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President,	T. C. Platt,	49 Broadway, N. Y.
Vice President,	Wm. Brookfield,	82 Fulton street, N. Y.
Secretary,	J. E. Jones,	Yonkers, N. Y.
Treasurer,	A. H. Howe,	49 Broadway, N. Y.
Attorney, or General Counsel,	F. H. Platt,	35 Wall street, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Addison & Pennsylvania Railroad. .	Addison, N. Y..	Gaines, Pa..	41
New York & North Pennsylvania Railroad.	Gaines, Pa..	Galeton, Pa., ...	5
Total mileage, ...	. . . . .	. . . . .	46

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$1,400,887 99	Capital stock, ...	$766,486 07
Cost of equipment, ...	23,699 39	Funded debt, ...	380,106 22
Cash and current assets, ...	18,631 32	Current liabilities, ...	273,290 25
		Profit and loss, ...	23,536 16
Grand total, ...	$1,443,418 70	Grand total, ...	$1,443,418 07

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co.: Ninety dollars per month for 45,000 lbs. or under; all over that amount 20 cents per 100 lbs. additional.

United States mails: Three thousand two hundred and forty-eight dollars and eighty-eight cents per annum.

Western Union Telegraph Company: Own line and furnish repairs; this company operates and have free use of line for company's business.

ALLEGHENY AND KINZUA RAILROAD COMPANY.

Date of organization: February 26, 1890.

By what authority incorporated: The general laws, State of New York and Pennsylvania.

If a consolidated company, name the constituent companies: Allegheny and Kinzua Railroad Company of the State of New York, chartered December 8, 1887; Allegheny and Kinzua Railroad Company of the State of Pennsylvania, chartered December 15, 1887, and the Bradford and Corydon Railroad Company of the State of Pennsylvania, chartered May 5, 1886. Consolidated February 26, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
S. S. Bullis, ...	Olean, N. Y.	C. L. Bedford. . . .	Portville, N. Y.
M. W. Barse, ...	Buffalo, N. Y.	G. C. Farnsworth. . .	Buffalo, N. Y.
C. S. Carey, ...	Olean, N. Y.	G. C. Palmer, ...	Olean, N. Y.
F. L. Stowell.	Olean, N. Y.	C. D. Williams.	Ridgway, Pa.
E. V. Dunlevie, ...	Olean, N. Y.	W. I. Bartholomew, .	Morrison, Pa.
C. G. Freck.	Olean, N. Y.	J. E. Rooney, ...	Buffalo, N. Y.
C. D. Clark, ...	Olean, N. Y.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. S. Bullis,	Olean, N. Y.
Vice President,	M. W. Barse,	Buffalo, N. Y.
Secretary,	J. E. Rooney,	Buffalo, N. Y.
Treasurer,	J. E. Rooney,	Buffalo, N. Y.
Auditor,	F. L. Stowell,	Olean, N. Y.
General Superintendent,	W. D. Murray,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Allegheny and Kinzua,	Bradford, Pa.,	Red House, N. Y.,	25
	Gilbert, Pa.,	Coffee Run, Pa.,	15
	Gilbert, Pa.,	Zeeliff, N. Y.,	6
Total mileage operated,			46

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cash and current assets,	$4,657 56	Current liabilities,	$1,800 20
		Profit and loss,	2,857 36
Grand total,	$4,657 56	Grand total,	$4,657 56

ALLEGHENY VALLEY RAILROAD COMPANY.

Date of organization: February 12, 1852. Reorganized March 1, 1892.
If a consolidated company, name the constituent companies: Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	April 1, 1896.
Geo. B. Roberts,	Philadelphia,	do.
Jno. P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
P. A. B. Widener,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
Jno. B. Jackson,	Pittsburg,	do.

Date of last meeting of stockholders for election of directors: April 1, 1895.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	W. H. Barnes,	Philadelphia.
Secretary,	Stephen W. White,	Philadelphia.
Treasurer.	Thos. R. Robinson,	Pittsburg.
Chief Engineer,	Frank M. Asbmead,	Pittsburg.
General Solicitor, Att'y or Counsel,	Scott & Gordon,	Pittsburg.
Auditor,	Tbeo. F. Brown,	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line.			
River Division.	Pittsburg,	Oil City,	132 50
Low Grade Division,	Red Bank,	Driftwood.	109.70
Branch Line,			
Sligo Branch,	Lawsonham,	Sligo.	10.20
Plum Creek Branch,	Verona,	Coal Works,	7.90
Total mileage operated,			260.30

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$41,207,773 87	Capital stock,	$26,716,852 77
Cost of equipment,	1,691,915 27	Funded debt,	16,789,994 59
Stocks owned,	23,591 66	Current liabilities,	676,723 08
Casb and current assets,	414,054 88	Real estate mortgages,	1,564 73
Materials and supplies,	167,701 52	Accrued interest on funded debt not yet payable.	193,485 00
Sundries,	83,823 13		
Profit and loss.	789,759 84		
Grand total,	$44,378,620 17	Grand total,	$44,378,620 17

IMPORTANT CHANGES DURING THE YEAR.

Two hundred and eighty-three thousand dollars of preferred stock was issued, $3,100 for the conversion of preferred stock scrip, and $279,900 for coupons of the first mortgage low grade division bonds paid and held by the Pennsylvania Railroad Company, for which the income of the Allegheny Valley Railroad Company was inadequate to meet; and for which under the terms of the reorganization, the Pennsylvania Railroad Company is to accept preferred stock at par.

One hundred thousand dollars of second mortgage bonds of low grade division were paid off and cancelled.

Six thousand dollars of general mortgage bonds were issued for the conversion of general mortgage bond scrip.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays forty-seven and one-half per cent. of their gross receipts.

United States Postoffice Department pays a regular specified amount quarterly, subject to change from time to time according to weight of mails.

Pullman Palace Car Company run sleeping and parlor cars, keeping up all repairs and charging extra for seats and berths.

No special arrangement with freight or transportation companies.

No special arrangement other than through billing of freight and ticketing of passengers, and monthly settlements.

Western Union Telegraph Company pays a stated amount per mile and fifty per cent. of net receipts of local stations.

ALLENTOWN RAILROAD COMPANY.

Date or organization: April 19, 1853.
By what authority incorporated: Pennsylvania act of April 19, 1853, and supplements.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Theo. Voorhees,	Philadelphia,	Second Monday in January.	1896.
D. Jones,	Philadelphia,	do.	do.
A. J. Antelo,	Philadelphia,	do.	do.
Jas. Boyd,	Norristown, Pa	do.	do.
C. G. Hancock,	Philadelphia,	do.	do.
W. G. Brown,	Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Reading Terminal, Philadelphia.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S Harris,	Philadelphia
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Allentown Railroad Company.	Topton, Pa.	Kutztown, Pa.	Philadelphia and Reading Railroad.	4.50

Operated by the Philadelphia and Reading Railroad Company.
Said company pays all expenses of operating and to this company as rental a sum equal to 30 per cent. of the gross receipts.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,085,747 94	Capital stock,	$1,268,884 47
Cash and current assets,	26,695 24	Current liabilities,	12,745 37
Profit and loss,	169,186 66		
Grand total,	$1,281,629 84	Grand total,	$1,281,629 84

ALLENTOWN TERMINAL RAILROAD COMPANY.

Date of organization: August 17, 1888.

By what authority incorporated: State of Pennsylvania. Under act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Rogers Maxwell	New York	Second Monday in January, 1896.
George F. Baker	New York	do.
E. B. Adams	New York	do.
F. R. Cope	Philadelphia	do.
Edward Lewis	Philadelphia	do.
Thomas McKean	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York, Central Railroad Company of New Jersey; Philadelphia and Reading Terminal; Philadelphia and Reading Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	C. Pardee	Philadelphia.
Secretary and treasurer	S. Shepherd	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To -		
llentown Terminal Railroad.	Scherber's Mill,	Connection with Lehigh and Susquehanna railroad.	Central Railroad Company of New Jersey and Philadelphia and Reading Railroad Company.	3.39

The Allentown Terminal Railroad is leased to the Lehigh Coal and Navigation Company and the Philadelphia and Reading Railroad Company, July 10, 1889, for the term of 999 years at an annual rental of $40,500 and taxes. The Lehigh Coal and Navigation Company assigned the lease under same date to the Central Railroad Company of New Jersey, which company operates the road jointly with the Philadelphia and Reading Railroad Company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$984,145 53	Capital stock,	$450,000 00
Cash and current assets,	10,790 25	Funded debt,	450,000 00
		Current liabilities,	85,935 88
		Accrued interest on funded debt not yet payable.	9,000 00
Grand total,	$994,935 88	Grand total,	$994,935 88

ARNOT AND PINE CREEK RAILROAD COMPANY.

Date of organization: January 12, 1881.

By what authority incorporated: Under the general laws of the State of Pennsylvania passed April 4, 1868.

Operated by the Tioga Railroad Company to whom it was leased for 97 years from July 1, 1882.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Samuel Hines,	Scranton, Pa.,	Second Tuesday in July,	1895.
M. F. Elliott,	Wellsboro, Pa.,	do.	do.
A. E. Botchford,	Blossburg, Pa.,	do.	do.
J. Lowber Welsh,	Philadelphia, Pa.,	do.	do.
E. B. Thomas,	New York city,	do.	do.
A. R. Macdonough,	New York city,	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in July, 1894.

Postoffice address of general office: Postoffice Box 839, New York city.

Postoffice address of operating company: Postoffice Box 839, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Vice President,	J. Lowber Welsh,	Philadelphia, Pa.
Secretary,	A. R. Macdonough,	P. O. Box 839, New York city.
Treasurer,	Edward White,	

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line
	From—	To—		
Arnot & Pine Creek Railroad.	Arnot Junction, Pa.	Hoytville, Pa.,	Tioga Railroad,	11.83

Leased to the Tioga Railroad Company, March 16, 1883, for the period of ninety-seven years from July 1, 1882, at a rental of $12,750 per annum in semi-annual payments on the first days of January and July to be paid direct to the stockholders at the rate of five dollars per annum on each share.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$258,350 74	Capital stock,	$255,000 00
		Advances, Tioga railroad,	3,350 74
Grand total,	$258,350 74	Grand total,	$258,350 74

BALD EAGLE VALLEY RAILROAD COMPANY.

Date of organization: March 25, 1861.

Under laws of what government or state organized: Pennsylvania act of March 25, 1861.

If a consolidated company, name the constituent companies: The Bellefonte and Snow Shoe Railroad Company, incorporated as Allegheny and Bald Eagle Railroad Coal and Iron Company, June 12, 1839. Supplement May 2, 1855. Name changed to Bellefonte and Snow Shoe Railroad Company March 24, 1859. Supplement February 16, 1865.

The Moshannon Railroad Company, incorporated April 11, 1863. Supplement April 14, 1864.

Bellefonte, Nittany and Lemont Railroad Company, organized September 11, 1883, under act of April 4, 1865.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. A. Mayer,	Lock Haven, Pa.	April, 1896.
Oliver Reighard,	Williamsport, Pa	do.
J. Henry Coehran,	Williamsport, Pa.	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
G. B. Roberts,	Philadelphia, Pa.,	do.
W. H. Barnes,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Philadelphia, Pa.	do.
Henry D. Welsh,	Philadelphia, Pa.,	do
Samuel Rea,	Philadelphia, Pa.	do.
W. L. Elkins,	Philadelphia, Pa.	do.
Geo. M. Conarroe,	Philadelphia, Pa.	do.
Jno. Blanchard,	Bellefont, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.

Postoffice address of general office: General office, Broad Street Station, Philadelphia.

Postoffice address of operating company: General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.
Bald Eagle Valley Railroad,	Vail,	Lock Haven,	Pennsylvania Railroad Company,	51.20
Branches,				38.88
Total mileage,				90.08

Leased to the Pennsylvania Railroad Company, dated December 7th, 1864, for ninety-nine years from July 1, 1864. Rental 40 per cent. of gross earnings.

The Nittany Branch is operated by the Pennsylvania Railroad Company for cost. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,896,376 35	Capital stock,	$1,535,000 00
Stocks owned,	25,000 00	Funded debt,	340,000 00
Other permanent investments,	128,750 00	Current liabilities,	
Cash and current assets,	392,655 74	Sinking fund,	60,000 00
		Profit and loss,	507,782 09
Grand total,	$2,442,782 09	Grand total,	$2,442,782 09

BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: August 19, 1878.
By what authority incorporated: Pennsylvania.
Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
I. N. Snively,	Waynesboro',	January 14, 1896.
J. A. Livers,	Gettysburg, Pa.,	
J. J. Miller,	Waynesboro', Pa,	
Daniel Hoover,	Waynesboro', Pa	
Alex. Armstrong,	Hagerstown, Md.,	
J. M. Hood,	Baltimore, Md.,	
William A. Boyd,	Baltimore, Md.,	

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Waynesboro, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	I. N. Snively,	Waynesboro', Pa.
Secretary,	J. J. Miller,	Waynesboro', Pa.
Treasurer,	Daniel Hoover,	Waynesboro', Pa.
General Manager,	J. M. Hood,	Baltimore, Md.
Auditor, pro tem,	Robert Carson,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Baltimore and Cumberland Valley Railroad Company.	State Line, Md.,	Waynesboro', Pa.	Western Maryland Railroad Company.	4.55

Leased to the Western Maryland Railroad Company, for a period of fifty years (6 per cent. interest on $72,800.00 first mortgage bonds), computing from the first day of July, A. D. 1879, fully to complete and ended, the Western Maryland Railroad Company paying to the company for the same an annual rental of $4,368.00, and that payable in equal semi-annual installments of $2,184.00, each on the first days of January and July, in each year, computing from the first day of July, 1880, over and above all offsets and discounts for taxes and assessments.

Western Maryland Railroad Company has the right to purchase at expiration of lease, or renew lease for a like term of fifty years, to commence from the expiration of this lease and containing the same terms, covenants and provisions as those contained in this lease, save that if the rate of interest upon the new first mortgage bonds, which may be issued in lieu of or for sale, in order to retire the first mortgage bonds first mentioned, shall be less than 6 per cent., then the rent to be reserved shall be reduced to an amount equal to the annual interest to be paid on said bonds, and the said new lease shall especially contain like covenants for the privilege of purchase, or the obtaining of a new lease.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$149,500 00	Capital stock,	$76,700 00
Cash and current assets,	2,184 00	Funded debt,	72,800 00
		Accrued interest on funded debt not yet payable.	2,184 00
Grand total,	$151,684 00	Grand total,	$151,684 00

BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY.

Date of organization: 1880.
By what authority incorporated: State of Pennsylvania.
Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
D. J. Foley,	Baltimore, Md.,	January, 1896.
J. M. Hood,	Baltimore, Md.,	do.
J. W. McPherson,	Shippensburg, Pa.,	do.
Geo. B. Cole,	Shippensburg, Pa.,	do.
Jno. P. Culbertson,	Chambersburg, Pa.,	do.
W. F. Eyster,	Chambersburg, Pa.,	do.
J. W. Humbird,	Cumberland, Md.,	do.
C. W. Humrichouse,	Williamsport, Md.,	do.

Date of last meeting of stockholders for election of directors: January, 1895.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	Thad. M. Mahon	Chambersburg, Pa.
Treasurer,	D. J. Foley,	Baltimore, Md.
Auditor,	Robert Casson,	Baltimore, Md.
General Manager,	J. M. Hood,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Baltimore and Cumberland Valley Railroad Extension Company.	Waynesboro', Pa.	Shippensburg, Pa.	Western Maryland Railroad Company.	26.52

Leased to the Western Maryland Railroad Company, for a period of fifty years, for 7 per cent. interest on $270,000 00 stock, and 6 per cent. interest on $230,000.00 first mortgage bonds.

Date of lease, July 1, 1881.

Expiration of lease: July 1, 1931, with privilege of renewal for like period or periods.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$500,000 00	Capital stock,	$270,000 00
Cash and current assets,	16,350 00	Funded debt,	230,000 00
		Current liabilities,	9,450 00
		Accrued interest on funded debt not yet payable,	6,900 00
Grand total,	$516,350 00	Grand total,	$516,350 00

BALTIMORE AND HARRISBURG RAILWAY COMPANY.

Date of organization: Created by merger, September 20, 1886.

By what authority incorporated: General Railroad Laws of Pennsylvania, acts of 1849 and 1868. General Railroad Laws of Maryland, acts of Association, 1876, chapter 242.

If a consolidated company, name the constituent companies: Hanover Junction, Hanover and Gettysburg Railroad Company, Baltimore and Hanover Railroad Company and Bachman Valley Railroad of Pennsylvania consolidated September 20, 1886.

Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. M. Hood,	Baltimore, Md.	January 9, 1896.
W. S. Rayner,	Baltimore, Md	do.
C. W. Slagle	Baltimore, Md.	do.
W. H. Vickery,	Baltimore, Md	do.
Reuben Young,	Hanover, Pa	do.
H. E. Young,	Hanover, Pa.	do.
L. P. Brockley,	Hanover, Pa	do.
R. M. Wirt,	Hanover, Pa.	do.
Jerome L. Boyer,	Reading, Pa	do.
Jno. A. Swope,	Gettysburg, Pa.	do.

Date of last meeting of stockholders for election of directors: January 10, 1895.

Postoffice address of general office: Hanover, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Elchelberger,	Hanover, Pa.
Secretary,	R. M. Wirt,	Hanover, Pa.
Treasurer,	Geo. H. Baer,	Baltimore, Md.
Auditor,	Robt. Carson,	Baltimere, Md.
General Manager,	J. M. Hood,	Baltimore, Md.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line.
	From—	To—	
Baltimore and Harrisburg Railway (owned).	Emory Grove, Md.,	Gettysburg, Pa.,	51.2
	Valley Junction, Pa.,	Hanover Junct., Pa.,	6
	Intersection,	State Line.	1.3
	Gettysburg, Pa.,	Orrtanna, Pa.,	7.5
Baltimore and Harrisburg Railway, Western Extension (leased).	Orrtanna,	Highfield, Md.,	15
Baltimore and Harrisburg Railway, Eastern Extension (leased).	Porten,	York, Pa.,	15.7
Berlin Branch Railroad,	operated under track-	age rights,	7
Bachman Valley Railroad,			5
Total mileage operated,			108.7

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,404,489 47	Capital stock,	$720,000 00
Cost of equipment.		Funded debt.	690,000 00
Stocks owned,	25,300 00	Current liabilities,	63,361 18
Bonds owned,	14,500 00	Accrued interest on funded debt not yet payable.	4,750 00
B. & H. Ry. first mortgage bonds on hand.	11,000 00	Sundry notes owner,	18,514 05
Sundry notes owned,	18,514 05	Profit and loss,	83,131 00
Cash and current assets.	99,327 76		
Other assets: Materials and supplies,	6,624 95		
Grand total.	$1,579,756 23	Grand total,	$1,579,756 23

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company.

United States Government for carrying mails.

Traffic arrangements for interchange of freight with Philadelphia and Reading Railroad Baltimore and Ohio Railroad and Pennsylvania Railroad upon agreed per cents.

BALTIMORE AND HARRISBURG RAILWAY COMPANY (WESTERN EXTENSION.)

Date of organization: April 30, 1888.
By what authority incorporated: By the Commonwealth of Pennsylvania.
Operated by Western Maryland Railroad Company (Baltimore and Harrisburg Division).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
W. F. Benchoff,	Blue Ridge Summit, Pa.,	January 8, 1896.
J. Emory Bair,	Gettysburg, Pa.,	do.
Andrew Marshall,	Fairfield, Pa.,	do.
C. C. Wooden,	Hampstead, Md.	do.
Chas. H. Buehler,	Gettysburg, Pa.,	do.
H. W. McKnight,	Gettysburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Gettysburg, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	A. W. Eichelberger,	Hanover, Pa
Secretary,	W. P. Qulmby,	Gettysburg, Pa.
Treasurer,	Geo. H. Baer.	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Baltimore and Harrisburg Railway Company (Western Extension).	Orrtanna, Pa.,	Highfield, Md ,	Baltimore and Harrisburg Railway Comyany.	15

Leased to Western Maryland Railroad Company, for fifty years, beginning from the first day of June, 1889.

Annual rental, $12,000.00; 5 per cent interest on $240,000.00 bonds. Interest payable May and November.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL	LIABILITIES.	TOTAL.
Cost of road,	$480.000 00	Capital stock.	$240,000 00
Cash and current assets,	2,000 00	Funded debt.	240.000 00
		Accrued interest on funded debt not yet payable.	2,000 00
Grand total.	$482,000 00	Grand total.	$482.000 00

BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Date of organization: February 17, 1883.

By what authority incorporated: Baltimore and Philadelphia Railway Company was organized under Letters Patent from State of Pennsylvania, January 31, 1883, under Laws of Pennsylvania, dated April 4, 1868 (supplemented June 8, 1874).

If a consolidated company, name the constituent companies. Delaware and Western Railroad Company and Baltimore and Philadelphia Railway Company, consolidated February 17, 1883. The Wilmington and the Western Railroad Company was reorganized under Laws of State of Delaware, February 5, 1867. Amendments March 10, 1869, March 24, 1871, January 30, 1873, March 3, 1873; Laws of Pennsylvania, April 17, 1869. Amendments, March 9, 1872, March 26, 1873, April 13, 1870. This road was sold under a decree of the United States Circuit Court for Delaware made on March 7, 1877, and the purchasers organized under the title of Delaware Western Railroad Company. Laws of Pennsylvania, March 24, 1865; Laws of Delaware, February 22, 1877.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. F. Bent,	Philadelphia,	December 11, 1895.
J. B. Washington,	Pittsburg,	do.
Wm. M. Canby,	Wilmington, Del.,	do.
Richard L. Ashhurst,	Philadelphia,	do.
Wm. Canby,	Wilmington, Del.,	do.
Henry A. DuPont,	Wilmington, Del,	do.
W. H. Addicks,	Philadelphia,	do.
Theodore Frothingham,	Philadelphia,	do.
Thos. M. King,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: December 12, 1894.

Postoffice address of general office: Wilmington, Del.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas M. King,	Pittsburgh, Pa.
Vice President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	J. C. Farra,	Wilmington, Del.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	G. W. Booth,	Baltimore, Md.
General Manager,	R. B. Campbell,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED	Miles of line.
	From—	To—		
Baltimore and Philadelphia Railroad Company.	Maryland and Delaware State Line.	P. and R. Junction, Philadelphia, Pa	Baltimore and Ohio Railroad Company.	31.80
Landenburg branch, ...	West Junction, Del.	Landenburg, Pa.	Baltimore and Ohio Railroad Company.	14 30
Market branch, ...	W. and N Junction, Del.	Market street station, Wilmington, Del.	Baltimore and Ohio Railroad Company.	3.00
South Side extension, . . .	West Yard Junction, Wilmington, Del.	Wilmington, Del.	Baltimore and Ohio Railroad Company.	2.80
Crum Creek branch, ...	Avondale, Pa., .	Leiper and Lewis, Quarry, Pa.	Baltimore and Ohio Railroad Company.	2.40
Total mileage, ...	. . . . .	. . . . .	. . . . .	59.30

Operated by the Baltimore and Ohio Railroad Company, who handle the receipts and after deducting expenses, apply the net earnings to the payment of interest on bonds, and any balance arising is to be paid to the stockholders.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$9,840,000 00	Capital stock.	$4,996,850 00
Cost of equipment.	20,953 83	Delaware & Western stock to be retired.	3,150 00
Profit and loss.	2,498,324 25	Funded debt, ...	4,840,000 00
		Current liabilities, ...	2,519,278 08
Grand total.	$12,359,278 08	Grand total, ...	$12,359,278 08

BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: May 19, 1879.

By what authority incorporated: Under General Railway Laws of Pennsylvania, 1868, and its various supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
John L. Blair, ...	Blairstown, N. J., ...	Second Tuesday in May,	1896.
C. Miller, ...	Bangor, Pa., ...	do.	do.
D. C. Blair, ...	Belvedere, N. J., ...	do.	do.
G. W. Mackey, ...	Bangor, Pa., ...	do.	do.
J. E. Long.	Bangor, Pa., ...	do.	do.
J. L. Miller, ...	Portland, Pa., ...	do.	do.
William Bray, ...	East Bangor, Pa., ...	do.	do.
C. Ledyard Blair.	Belvedere, N. J., ...	do.	do.
Dr. W. H. Vail, ...	Blairstown, N. J., ...	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in May, 1895.

Postoffice address of general office: Bangor, Pa.

Postoffice address of operating company: Bangor, Pa.

2-8-95

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Miller,	Bangor, Pa.
Vice President,	D. C. Blair,	Belvedere, N. J.
Secretary,	G. W. Mackey,	Bangor, Pa.
Treasurer,	J. I. Miller,	Portland, Pa.
General Solicitor, Attorney or Counsel,	G. W. Mackey,	Bangor, Pa.
Auditor,	Wm. M. Bennett,	Bangor, Pa.
General Manager,	C. Miller,	Bangor, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line.
	FROM—	TO—	
Bangor and Portland,	Portland, Pa.,	Nazareth, Pa.,	27.97
Eastern and Northern,	Nazareth Junction, Pa., Belfast, Pa.,	Martin's Creek, Easton, Pa.,	4.54 8
Total mileage operated,			40.51

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$410,831 77	Capital stock,	$121,100 00
Cost of equipment,	109,475 00	Funded debt,	320,000 00
Cash and current assets,	2,579 02	Profit and loss,	81,785 79
Grand total,	$522,885 79	Grand total,	$522,885 79

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company. We receive one-third of earnings over Delaware, Lackawanna and Western Railroad and branches, and Bangor and Portland Railway.

Contract with Adams Express Company, for operating over the Easton and Northern Railroad, similar to the one with the United States Express Company.

Contract with the United States Government for carrying of mails over Bangor and Portland Railway and Easton and Northern Railroad. We receive about two hundred dollars per month.

Contract with the Delaware, Lackawanna and Western Railroad, Pennsylvania Railroad, Pennsylvania, Poughkeepsie and Boston, and Central Railroad of New Jersey. We receive an arbitrary no freight to and from points on the above named railroads, and a pro rata on local business.

Contract with the Pennsylvania Telephone Company for use of all 'phones on the Bangor and Portland and Easton and Northern Railroads.

Trackage agreement with Easton and Northern Railroad Company. We to pay them thirty per cent. (30) of gross earnings from freight and passenger traffic for use of tracks and stations between Belfast and Easton, Pa. We to keep tracks in repair and pay all employes.

BARCLAY RAILROAD COMPANY.

Date of organization: June, 1862.

By what authority incorporated: Pennsylvania act concerning railroads, approved April 8, 1861, and supplements thereto.

If a consolidated company, name the constituent companies: By an act of court the name of road was changed from The Barclay Coal Company to The Barclay Railroad Company, September 24, 1891.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Andrew Wheeler,	Philadelphia,	February, 1896
Lawrence Johnson,	do.	do.
John L. Wilson,	do.	do.
E. O. Macfarlane,	do.	do.
Jnhn S. Stock.	do.	do.
Chas Henry Davis,	do.	do.

Date of last meeting of stockholders for election of directors: February 11, 1895.

Postoffice address of general office: 204 Walnut Place, Philadelphia.

Postoffice address nf operating office: Towanda, Pa.

OFFICERS.

TITLE.	NAME.	LOCATION OF OFFICE.
President,	Henry C. Davis,	Philadelphia.
Secretary, Treasurer. { assistant,	Edward D. Ackley,	do.
General Superintendent,	E. O. Macfarlane,	dn.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Barclay Railroad Company,	Towanda, Pa.,	Foot of plane.	14.02

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$450,000 00	Capital stock,	$1,000,000 00
Cost of equipment.	32,995 23	Funded debt,	68,000 00
Other permanent investments,	259,453 26	Accrued interest on funded debt not yet payable,	850,000 00
Landss owned,	373,000 00		
Cash and current assets,	24,657 34	Profit and loss.	71,255 83
Grand total,	$1,140,105 63	Grand total,	$1,140,105 83

BARE ROCK RAILROAD COMPANY.

Date of organization: October 19, 1892.
Under laws of what government or state organized: Act April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Murdock,	Johnstown, Pa.	December 1st, 1896.
E. B. McColly,	Ligonier, Pa.	do.
J. C. Duncan,	Johnstown, Pa.	do.
W. F. Murdock,	Johnstown, Pa.	do.
S. E. Gill.	Pittsburg,	do.
Josiah Way,	Somerset, Pa.	do.

Date of last meeting of stockholders for election of directors: December 6, 1894.
Postoffice address of general office: Johnstown, Pa.
Postoffice address of operating office: Johnstown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	Jno. Murdock,	Johnstown, Pa.
Secretary,	W. F. Murdock,	Johnstown, Pa.
Treasurer,	J. M. Murdock,	Johnstown, Pa.
Attorney or General Counsel,	Coffroth & Ruppel,	Somerset, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Bare Rock Railroad,	Milford Station.	Bare Rocks,	2.5

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$25,201 80	Capital stock,	$20,000 00
Cash and current assets,	500 00	Current liabilities,	4,821 54
		Profit and loss,	880 26
Grand total.	$25,701 80	Grand total,	$25,701 80

BEAVER AND ELLWOOD RAILROAD COMPANY.

Date or organization: May 20, 1890.
By what authority incorporated: Pennsylvania, act of April 4, 1868 and supplements thereto.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. W. Hartman,	Ellwood City, Pa	January 14, 1896.
Merritt Greene,	Edgeworth, Pa..	do.
R. A. Todd,	Ellwood City, Pa.,	do.
C. H. McKee,	Pittsburg,	do.
Samuel A. Roelofs,	Ellwood City, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.
Postoffice address of general office: Ellwood City, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	H. W. Hartman,	Ellwood City, Pa.
Secretary, Auditor, Treasurer,	Samuel A. Roelofs,	Ellwood City, Pa.
Chief Engineer,	Edward Wolford,	Ellwood City, Pa.
Gen'l Solicitor. Attorney or Counsel,	Chas. H. McKee,	Pittsburg.
General Manager,	Merritt Greene,	Edgeworth, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Beaver and Ellwood Railroad,	Ellwood Junction,	Ellwood City,	5

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES	TOTAL.
Cost of road,	$108,296 05	Capital stock,	$50,000 00
Cost of equipment,	8,730 38	Funded debt,	50,000 00
Stocks owned,	2,000 00	Current liabilities,	27,285 89
Cash and current assets,	3,961 55		
Profit and loss,	4,297 91		
Grand total,	$127,285 89	Grand total,	$127,285 89

BEDFORD AND BRIDGEPORT RAILWAY COMPANY.

Date of organization: April 29, 1891. Certificate of organization filed May 5, 1891.
By what authority incorporated: General law of April 8, 1861.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. P. Green,	Philadelphia,	Third Tuesday in April, 1896.
Jno. M. Harding,	do.	do.
Wm. A. Patton,	do.	do.
Chas. E. Pugh,	do.	do.
Samuel Rea,	do.	do.
Henry D. Welsh,	do.	do.

Date of last meeting of stockholders for election of directors: April 16, 1895.
Postoffice address of general office: General office, Broad Street Station, Philadelphia.
Postoffice address of operating company: General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	R. D. Barclay,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Bedford and Bridgeport Railway.	Mt. Dallas,	State Line,	Pennsylvania Railroad Company.	38.70
Branches,				10.47
Total mileage,				49.17

Operated by the Pennsylvania Railroad Company under resolution of the boards of directors of both companies, adopted April 29 and May 27, 1891. Rental, net earnings.
This arrangement is terminable at the option of either party on thirty days' notice.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,305,188 87	Capital stock,	$600,000 00
Cash and current assets,	5,572 02	Funded debt,	1,700,000 00
		Profit and loss,	70,760 89
Grand total,	$2,370,760 89	Grand total,	$2,370,760 89

BEECH CREEK RAILROAD COMPANY.

Date of organization: June 29, 1886.

By what authority incorporated: Two acts of General Assembly of Pennsylvania, passed May 25, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York, N. Y.,	May 3, 1896.
William K. Vanderbilt,	New York, N. Y.,	do.
George J. Magee,	Watkins, N. Y.,	do.
George F. Baer,	Reading, Pa.,	do.
William W. Betts,	Clearfield, Pa.,	do.
James Kerr,	Clearfield, Pa ,	do.
Marlin E. Olmstead,	Harrisburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 3, 1895.

Postoffice address of general office: Jersey Shore, Pa.

Postoffice address of operating company: New York Central Hudson River Railroad Company, Grand Central Station, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Marlin E. Olmstead,	Harrisburg, Pa.
Vice President,	Cornelius Vanderbilt,	New York, N. Y.
Secretary,	Allyn Cox,	New York, N. Y.
Treasurer,	Edward V. W. Rossiter,	New York, N. Y
Comptroller,	John Carstensen,	New York, N. Y.
General Manager,	James D Layng,	New York, N Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road.
	From—	To—		
Beach Creek Railroad,	Jersey Shore,	Mahaffey Junction,	113.02	113.02
Peale branch,	Viaduct,	Moravian,	8.06	
Wells Run branch,	East of Munson's,	Mines,	1.04	
Philipsburg branch,	Munson's,	Stiner's,	7.49	
Hawk Run branch,	Hawk Run,	Mines,	2.27	
Decatur branch,	West of Hawk Run,	Mines,	1.66	
Derby branch,	East of Philipsburg,	Mines,	0.84	
Todd Branch,	East of Philipsburg,	Mines,	0.88	
Pardee No. 2 branch,	West of Hawk Run,	Mines,	1.04	
Woodland branch,	East of Woodland,	Mines,	1.23	
Clearfield branch,	Clearfield Junction,	Clearfield,	3.93	
O'Shanter branch,	Mitchells,	O'Shanter,	1.61	
Dunlap branch,	West of Mitchell's,	Mines,	1.40	
Gazzam branch,	Kermoor,	Gazzam,	3.37	
Thurston branch,	East of Gazzam,	Mines,	1.32	
Royal branch,	West of Munson's,	Mines,	0.57	
				36.71
Total owned,				149.73
Cambridge and Clearfield,	Mahaffey Junction,	Patton,	20.39	
Pine Creek,	Jersey Shore,	Newberry Junction,	12.30	
Philadelphia & Reading,	Newberry Junction,	Williamsport,	3.50	
				36.19
Total,				185.92

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Beech Creek Railroad Company was leased December 15, 1890, to the New York Central and Hudson River Railroad Company, for the term of 999 years, from October 1, 1890, but is operated as an independent organization.

The terms of the rental are four per cent. per annum guaranteed interest on first mortgage bonds, not exceeding $5,000,000.00, and an annual guaranteed dividend of 4 per cent. on capital stock amounting to $5,000,000.00.

Under a subsequent agreement the lessee company guaranteed the principal and interest of $1,000,000.00 second mortgage bonds bearing 5 per cent. interest and an annual dividend of 4 per cent. on $1,000,000.00 of additional capital stock.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$10,731,358 40	Capital stock,	$5,500,000 00
Cost of equipment,	17,183 61	Funded debt,	5,500,000 00
Other permanent investments,	679,917 70	Current liabilities,	792,631 85
Cash and current assets,	510,395 49	Accrued rental of equipment,	3,854 16
Materials and supplies,	49,366 42	Profit and loss,	191,735 61
Grand total,	$11,988,221 62	Grand total,	$11,988,221 62

IMPORTANT CHANGES DURING THE YEAR.

Second track from Viaduct westward a length of 1.68 miles opened for traffic.

CONTRACTS, AGREEMENTS, ETC.

American Express Company—Consideration 40 per cent. of gross amount of revenue with minimum guarantee of $3,600.00 per annum.

United States Government—Based on average daily weight of mail carried.

Pennsylvania Railroad, Buffalo, Rochester and Pittsburgh Railroad, Philadelphia and Reading Railroad, coal transportation. Pennsylvania Railroad; (1) For use of Derby Branch; (2) Crossing Pennsylvania Railroad tracks near Snow Shoe; (3) For use of Cambria and Clearfield Branch.

Western Union Telegraph Company—Consideration, limited free transmission of railroad messages.

Central Pennsylvania Telephone and Supply Company—For use of railroad wires at an annual rental of $40.00 per wire per mile.

W. E. Smith and others—For transportation of timber.

City of Lock Haven—For transportation of limestone.

BELLEFONTE CENTRAL RAILROAD COMPANY.

Date of organization: January 12, 1892.

By what authority incorporated: Act April 8, 1861. Supplements of May 25, 1878 and May 31, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry Whelen,	Philadelphia,	May 4, 1896.
F. F. Milne,	do.	do.
R. Dale Benson,	do.	do.
Byerly Hart,	do.	do.
T. M. Etting,	do.	do.
John Hopkins,	do.	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: 209 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robert Frazer,	Philadelphia.
Secretary, Treasurer,	George H. Wolbert,	do.
Gen'l Solicitor, Attorney or Counsel,	John S. Gerhard,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Bellefonte Central Railroad Company,	Bellefonte,	State College & Nittany,	20
	Mattern Junction,	Red Bank,	5.50
Total,			25 50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$574,810 24	Capital stock,	$500,000 00
Cost of equipment,		Funded debt,	30,000 00
Stock owned,	2,500 00	Current liabilities,	47,192 60
		Profit and loss,	117 64
Grand total,	$577,310 24	Grand total,	$577,310 24

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Five years from April 1, 1892, they pay us 40 per cent. gross receipts.

Mail service: Forty-six dollars and seventeen cents per mile, per annum.

BERLIN RAILROAD COMPANY.

Date of organization: July 7, 1879.

Under laws of what government or state organized: State of Pennsylvania, acts of February 19, 1849, April 1, 1868, and March 14, 1871.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Koontz,	Somerset, Pa.	First Monday in May 1896.
S. A. Philson,	Berlin, Pa.	do. do.
A. M. Ross,	Confluence, Pa.	do. do.
C. S. Hartley,	Meyersdale, Pa.	do. do.
J. Reed Torrance,	Pittsburg,	do. do.
S. K. Harris,	Pittsburg.	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg.
Secretary,	A. W. Block,	Pittsburg.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Total mileage of road.
	From—	To—		
Berlin Railroad Company,	Garrett, Pa.,	Berlin, Pa.,	Baltimore and Ohio Railroad Company.	

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its capital stock by Pittsburgh and Connellsville Railway which company is operated by Baltimore and Ohio Railroad.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$50,425 09	Capital stock,	$50,000 00
Profit and loss,	83,937 43	Current liabilities,	84,362 52
Grand total,	$134,362 52	Grand total,	$134,362 52

BERLIN BRANCH RAILROAD COMPANY.

Date of organization: March 26, 1876.
By what authority incorporated: The Free Railroad act of 1868 and its supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. W. Eichelberger,	Hanover, Pa.,	January, 1896.
Jacob Resser,	East Berlin, Pa.,	do.
Daniel Eberly,	Abbottstown, Pa.,	do.
Joseph Wolf,	Abbottstown, Pa.,	do.
Henry A. Young,	Hanover, Pa.,	do.
Stephen Keefer,	Hanover, Pa.,	do.
R. A. Meisenhelder,	Hanover Pa.,	do.
Wm. J. Leas,	East Berlin, Pa.,	do.
Michael Rebert,	East Berlin, Pa.,	do.
F. K. Hafer,	Abbottstown Pa.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Hanover, Pa.
Postoffice address of operating company: Western Maryland Railroad Company, Baltimore, Maryland.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	A. W. Eichelberger, ...	Hanover, Pa.
Secretary, ...	Michael Rebert, ...	East Berlin, Pa.
Treasurer, ...	Jacob Resser, ...	East Berlin, Pa.
General Manager.	Jos. Leib, ...	Hanover, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Berlin Branch Railroad Company, . . .	Berlin Junction, ...	East Berlin, ...	7

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$77,326 19	Capital stock, ...	$43,195 19
Cash and current assets, ...	522 62	Funded debt, ...	42,900 00
Profit and loss, ...	36,810 88	Current liabilities, ...	28,564 50
Grand total, ...	$114,659 69	Grand total, ...	$114,659 69

CONTRACTS, AGREEMENTS, ETC.

Express companies: Usual rates.

Mails: Seventy-four dollars and ninety-two cents per quarter.

The Western Maryland Railroad Company receives thirty cents per mile run, and furnish all equipments.

BLOOMSBURG BELT RAILROAD COMPANY.

Date of organization: January 28, 1889.

By what authority incorporated: Pennsylvania act April 4th, 1868 and supplements.

Operated by Rupert and Bloomsburg Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Eyer, ...	Catawissa, Pa., ...	Third Monday in January, 1895.
W. H. Rhawn.	Catawissa, Pa., ...	do. do.
W. G. Yetter.	Catawissa, Pa., ...	do. do.
Richard Tull, ...	Philadelphia, ...	do. do.
J. H. Loomis, ...	Philadelphia, ...	do. do.

Date of last meeting of stockholders for election of directors: January 21, 1895.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. G. Yetter.	Philadelphia.
Secretary,	W. H. Rhawn,	Catawissa. Pa.
Treasurer.	W. A. Church,	Philadelphia.
Comptroller,	D. Jones,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bloomsburg Belt,	Bloomsburg,	Neal's Furnace.	Rupert and Bloomsburg,	.8	.8

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$24,085 98	Capital stock,	$10,000 00
		Current liabilities,	14,085 98
Grand total.	$24,085 98	Grand total,	$24,085 98

BLOOMSBURG AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 21, 1883.
By what authority incorporated: Charter December 27, 1888.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
C. R. Buckalew,	Bloomsburg, Pa.,	Second Tuesday in January,	1896.
Marion McMichael,	315 Chestnut street, Philadelphia,	do.	do.
E. W. Clark, Jr.,	Philadelphia,	do.	do.
J. M. Karshaw,	Philadelphia.	do.	do.
Charles Evans,	Atlantic City, N. J.,	do.	do.
Samuel Wigfall,	Bloomsburg, Pa.,	do.	do.
L. E. aller,	Bloomsburg, Pa.,	do.	do.
J. K. Gratz,	Bloomsburg, Pa.,	do.	do.
H. J. Conner,	Orangeville, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.
Postoffice address of general office: Bloomsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. B. Buckalew,	Bloomsburg, Pa.
Vice President,	Samuel Wigfall,	Bloomsburg, Pa.
Secretary,	H. J. Conner	Orangeville, Pa.
Treasurer,	Samuel Wigfall	Bloomsburg, Pa.
General Manager,	F. M. Leader,	Bloomsburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Bloomsburg and Sullivan Railroad Company.	Bloomsburg, Pa	Jamison City, Pa	

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road and equipment,	$1,199,000 00	Capital stock,	$600,000 00
Cash and current assets,	16,639 28	Funded debt,	599,000 00
Materials and supplies,	1,098 60	Current liabilities,	22,457 23
Profit and loss,	4,719 35		
Grand total,	$1,221,457 23	Grand total,	$1,221,457 23

BRADFORD, BORDELL AND KINZUA RAILWAY COMPANY.

Date of organization: April 1, 1892.
By what authority incorporated: Under the general laws of the State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. P. McGeorge,	New York,	January, 1896.
H. K. Pomroy,	New York,	do.
J. R. Corving,	New York,	do.
Chas. Dana,	New York,	do.
D. H. Jack,	Bradford, Pa	do.
Geo. L. Roberts,	Bradford, Pa	do.
Jno. J. Carter,	Titusville, Pa	do.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. L. Roberts,	Bradford, Pa.
Vice President,	H. K. Pomroy,	New York.
Secretary,	J. R. McGeorge,	New York.
Treasurer,	W. R. Dieffenback,	Bradford, Pa.
Gen'l Solicitor, Attorney or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	Jno. C. McKenna,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of road.
	From—	To—	
Bradford, Bordell and Kinzua Railway Company.	Bradford,	Smethport,	25.23
Rexford Branch,	Kinzua Junction,	Rexford,	6.87
Total mileage operated,			32.10

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,450 35	Profit and loss,	$26,394 15
Cash and current assets,	4,166 58		
Other assets,	20,777 22		
Grand total,	$26,394 15	Grand total,	$26,394 15

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo and Company Express, paying one and one-half times first-class freight rates on local and first-class freight rates on through freight.

United States Postoffice Department pays $43.61 per mile per year for mail transportation.

Western Union Telegraph Company own and maintain the line, the Railway Company maintain the poles.

BRADFORD AND WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: July 27, 1891.

By what authority incorporated: Under a supplement to an act, entitled "An act to authorize the formation and regulation of railroad corporations," approved the 8th day of June, 1874, and also an act approved April 4, 1868, and the several supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
C. S. Whitney	Belmont, N. Y.	January 12, 1896.
F. L. Richardson	Bradford, Pa	do.
H. P. Whitney	Bradford, Pa.	do.
E. Breen	Lewis Run, Pa.	do.
T. P. Thompson	Bradford, Pa.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	C. S. Whitney	Belmont, N. Y.
Vice President	F. L. Richardson	Bradford, Pa.
Secretary	J. A. McKellar	Bradford, Pa.
Treasurer	F. L. Richardson	Bradford, Pa.
Auditor	J. A. McKellar	Bradford, Pa

PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Bradford and Western Pennsylvania	Lewis Run	Carneys	4.80
	Munich	Brick Yard	1
	Syrens		1.20
Total mileage			7

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$35,746 17	Capital stock,	$36,000 00
Cost of equipment,	8,867 95	Current liabilities,	14,663 74
Cash and current assets,	550 00		
Profit and loss,	5,469 62		
Grand total,	$50,663 74	Grand total,	$50,663 74

CONTRACTS, AGREEMENTS, ETC.

Contract with New York, Lake Erie and Western Railroad Company for $2.50 switching charges on all car loads freight to or from this road.

BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Date of organization: Certificate filed July 31, 1886.
By what authority incorporated: General Railroad act of Pennsylvania of April 4, 1868.
Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Hines,	Scranton, Pa.,	Second Monday in June, 1896.
D. Robertson,	Ridgway, Pa.,	do. do.
D. H. Jack,	Bradford, Pa.,	do. do.
A. R. Macdonough,	New York City, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1895.
Postoffice address of operating company: P. O. Box 839, New York city.
Postoffice address of general office: 21 Cortland street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Hines,	Scranton, Pa.
Secretary,	A. R. Macdonough,	P. O. Box 839, N. Y. City.
Treasurer,	Edward White,	P. O. Box 839, N. Y. City.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Brockport & Shawmut Railroad.	Brockport, Pa.	Shawmut, Pa.	New York, Lake Erie and Western railroad.	By virtue of the ownership of stock.	3.75

The capital stock of this company is owned by the New York, Lake Erie and Western Railroad Company, which company operates the road by virtue of the ownership.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$21,195 26	Capital stock	$22,500 00
New York, Lake Erie and Western Railroad Company.	22,500 00	New York, Lake Erie and Western Railroad Company, advances.	21,195 26
Grand total,	$43,695 26	Grand total,	$43,695 26

BROWNSTONE AND MIDDLETOWN RAILROAD COMPANY.

Date of organization: February 8, 1892.
By what authority incorporated: Pennsylvania, act of 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Allen K. Walton,	Hummelstown, Pa.,	January 26, 1896.
Robert J. Walton,	Hummelstown, Pa.,	do.
E. A. Penny,	Hummelstown, Pa.,	do.
H. O. Deshong,	Philadelphia,	do.
Morris Ebert,	Philadelphia,	do.
Jno. J. Nissley,	Hummelstown, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 27, 1895.
Postoffice address of general office: Waltonville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Allen Walton,	Waltonville, Pa.
Secretary,	E. A. Penny,	Waltonville, Pa.
Treasurer,	Allen K. Walton,	Waltonville, Pa.
General Solicitor, Att'y or Counsel,	Weiss & Gilbert,	Harrisburg, Pa.
Auditor,	Charles M. Hartrick,	Waltonville, Pa.
General Manager,	Allen K. Walton,	Waltonville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Brownstone and Middletown Railroad, .	Brownstone, Pa., . . .	Waltonville, Pa., . . .	2.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$20,000 00	Capital stock, ...	$25,000 00
Cost of equipment.	7,550 00	Current liabilities, ...	1,403 64
Cash and current assets, ...	239 54	Profit and loss, ...	1,385 90
Grand total, ...	$27,789 54	Grand total, ...	$27,789 54

CONTRACTS, AGREEMENTS, ETC.

Traffic contract for freight handed to and received from the Philadelphia and Reading Railroad Company.

BUFFALO, BRADFORD AND PITTSBURGH RAILROAD COMPANY.

Date of organization: March 4, 1859.

By what authority incorporated: Buffalo and Bradford Railroad incorporated by special act of Pennsylvania, March 14, 1856.

Buffalo and Pittsburgh Railroad incorporated under General Railroad act of New York of 1850.

If a consolidated company, name the constituent companies: Buffalo and Bradford Railroad Company, organized in Pennsylvania, March 14, 1856.

Buffalo and Pittsburgh Railroad Company organized in New York, October 15, 1882.

Certificate of consolidation filed in Pennsylvania, February 26, 1859, and in New York, March 4, 1859.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. Lowber Welsh, ...	Philadelphia, ...	Second Monday in June, 1896.	
W. A. May.	Scranton, Pa., ...	do.	do.
David H. Jack.	Bradford, Pa., ...	do.	do.
Abram R. Johnson, ...	Bradford, Pa., ...	do.	do.
E. B. Thomas.	New York City, ...	do.	do.
A. R. Macdonough, ...	New York City, ...	do.	do.
Andrew Donaldson, ...	New York City, ...	do.	do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1895.

Postoffice address of general office: P. O. Box 839, New York city.

Postoffice address of operating company: P. O. Box 839, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh.	Philadelphia.
Secretary,	A. R. Macdonough.	P. O. Box 839, New York City.
Treasurer,	Edward White,	

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Buffalo, Bradford and Pittsburg Railroad.	Carrollton, Pa.,	Gilesville, Pa.,	New York, Lake Erie and Western.	26.17

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$3,114,975 97	Capital stock,	$2,286,400 00
		Funded debt,	580,000 00
		Advances,	248,575 97
Grand total,	$3,114,975 97	Grand total,	$3,114,975 97

BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY COMPANY.

Date of organization: March 11, 1887.

By what authority incorporated: Consolidated under the general railroad laws of the States of New York and Pennsylvania.

State of New York: Laws of 1869; Chapter 917, as amended by the laws of 1881, Chapter 685.

State of Pennsylvania: Act of March 24, 1865, and supplements.

If a consolidated company, name the constituent companies: The Buffalo, Rochester and Pittsburgh Railway Company was formed March 11, 1887, by the consolidation of the following companies:

The Buffalo, Rochester and Pittsburgh Railway Company, organized under the laws of the State of New York on October 24, 1885.

The Pittsburgh and State Line Railway Company, organized on the same date, under the act of the State of Pennsylvania.

The following companies are practically merged into the Buffalo, Rochester and Pittsburgh Railway Company, by the control of their capital stock: Perry County Railroad Company, organized May 9, 1882; Lincoln Park and Charlotte Railroad Company, organized December 1, 1888; Johnsonburg and Bradford Railroad Company, organized November 15, 1887; practically merged by lease of long duration, Clearfield and Mahoning Railway Company, organized May 31, 1892.

The articles of merger were entered into with the Buffalo, Rochester and Pittsburgh Railroad Company on December 14, 1885, and with the Pittsburgh and State Line Railway Company on March 9, 1887, in accordance with the laws of New York and Pennsylvania.

The consolidation became effective on March 11, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Frederick A. Brown,	New York City,	November 18, 1895.
Walston H. Brown,	New York City,	do. do.
John H. Hocart,	New York City,	do. do.
Adrian Iselin, Jr.,	New York City,	do. do.
C. O'D Iselin,	New York City,	do. do.
Henry S. Barbey,	New York City,	do. do.
Wheeler H. Peckham,	New York City,	do. do.
Aug. Richard,	New York City,	do. do.
James A. Roosevelt,	New York City,	do. do.
W. Emlen Roosevelt,	New York City,	do. do.
J. Kennedy Tod,	New York City,	do. do.
Warren A. Wilber,	South Bethlehem, Pa.,	do. do.
Arthur G. Yates,	Rochester, New York,	do. do.

Date of last meeting of stockholders for election of directors: 19th November, 1894.
Postoffice address of general office: No. 36 Wall street, New York city and Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Arthur G. Yates,	Rochester, N. Y.
Vice President,	Adrian Iselin, Jr.,	36 Wall St., N. Y.
Asst. to President,	George E. Merchant,	Rochester, N. Y.
Secretary and Asst Treasurer,	John H. Hocart,	36 Wall St., N. Y.
Treasurer and Auditor,	John F. Dinkey,	Rochester, N. Y.
Chief Engineer,	Wm. F. Hoyt,	Rochester, N. Y.
General Solicitor, Att'y or Counsel for New York State.	Henry G. Danforth,	Rochester, N. Y.
General Solicitor, Att'y or Counsel for Pennsylvania.	Charles H. McCauley.	Ridgway, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Buffalo, Rochester and Pittsburgh Railway Company.	Rochester, N. Y.,	Ashford, N. Y.,	93.70
	Buffalo Creek, N. Y.,	Howard Jc., Pa.,	80.84
	Clarion Junc'n, Pa.,	Walston, Pa.,	65.55
Beechtree Mine Line,	Beechtree Jc., Pa.,	Beechtree, Pa.,	5.53
Dixon Mine Line,	Falls Creek, Pa.,	Dixon Mine, Pa.,	1.00
Eleanora Mine Line,	Big Run, Pa.,	Eleanora, Pa.,	4.78
Adrian Mine Line,	Elk Run Jc., Pa.,	Adrian, Pa.,	2.82
Lincoln Park and Charlotte Railroad,	Lincoln Park, N. Y.,	Charlotte, N. Y.,	10.30
Perry Railroad,	Silver Lake Jc., N. Y.,	Silver Springs, N. Y.,	1.02
Johnsonburg and Bradford Railroad,	Howard Jc., Pa.,	Mt. Jewett, Pa.,	19.60
Clearfield and Mahoning Railroad,	DuBois Jc., Pa.,	Clearfield, Pa.,	25.87
Buffalo Creek Railroad,	Buffalo, N. Y.,	Buffalo Creek, N. Y.,	4.00
New York, Lake Erie and Western Railroad Company.	Mt. Jewett, Pa.,	Clarion Jc., Pa.,	20.76
Total mileage operated,			335.78

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$18 013,548 36	Capital stock,	$12,000,000 00
Cost of equipment,	4,109,834 47	Funded debt,	10,518,000 00
Stocks owned,	1,003,670 50	Current liabilities,	1,438,020 68
Other permanent investments,	96,684 05	Real estate mortgages,	306,500 00
Cash and current assets,	971,457 26	Accrued interest on funded debt not yet payable,	126,786 64
Materials and supplies,	261,985 45	Profit and loss,	67,872 77
Grand total,	$24,457,180 09	Grand total,	$24,457,180 09

IMPORTANT CHANGES DURING THE YEAR.

Eighty thousand dollars car trust bonds, series No. 12, were issued; $25,000 car trust bonds, series No. 7, matured and were paid; $20,000 car trust bonds, series No. 8, matured and were paid; $27,000 car trust bonds, series No. 9, matured and were paid; $47,000 car trust bonds, series 10, matured and were paid; $22,000 car trust bonds, series No. 11, matured and were paid; total, $141,000. Eight thousand dollars was also paid on real estate mortgages.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company operates the whole road, paying agreed rates, and guarantees a fixed minimum for the year.

The mails are paid for by United States Government at following rates: Route No. 107,097, 1.19 miles, $48.30 per annum; route No. 107,102, 236.76 miles, $21,661.17 per annum; route No. 107,130, 49.19 miles, $3,953.40 per annum; route No. 110,135, 26.33 miles, $1,170.63 per annum; route No. 110,178, 2.39 miles, $102.17 per annum; total, 26,935.67 per annum.

The Pullman Palace Car Company runs over a short distance of road for which we pay two cents per mile for each car and our proportion of supplies furnished.

The Trades Dispatch and West Shore Line pay agreed rates and the railroad company its proportion of their expenses.

Allegheny Valley Railroad—Passenger and freight traffic prorated when over forty miles on actual mileage, when under forty miles on agreed arbitraries.

New York, Lake Erie and Western Railway Company—For use of 20.76 miles of track, by paying the interest on one-half cost of the track, and proportion of expenses of maintenance and operating on a wheelage basis.

New York Central and Hudson River Railroad Company—For use of passenger terminal, Buffalo, N. Y., at an agreed rate per coach, proportion of expense of ticket office, and rent of storage sidings.

Reynoldsville and Falls Creek Railroad, Bell, Lewis and Yates Coal Mining Company—Passenger and freight traffic prorated on actual mileage after allowing the short line sixteen miles minimum. The mining company agrees to ship 500,000 tons coal per annum.

Rochester and Pittsburgh Coal and Iron Company—Agrees to ship all its tonnage over the road.

Mahoning Valley Railway Company—For use of our tracks to Falls Creek, 8.07 miles, at a fixed rental per annum. Passenger and freight traffic prorated on actual mileage, after allowing the short line a sixteen mile minimum.

Beech Creek Railroad—For interchange of traffic at agreed rates.

The Western Union Telegraph Company pays us one-fourth of total cash receipts, less cable tolls and amounts paid to connecting lines of the offices maintained by the railway company. The telegraph company furnishes all supplies, and the railway company the necessary labor.

Telephone contracts run from $42.00 to $190.00 per annum.

BUFFALO AND SUSQUEHANNA RAILROAD COMPANY.

Date of organization: September 25, 1893.

By what authority incorporated: Pennsylvania General Law, approved April 4, 1868.

If a consolidated company, name the constituent companies: Sinnemahoning Valley Railroad Company, chartered May 8, 1885; Susquehanna Railroad Company, chartered August 31, 1891; Buffalo and Susquehanna Railroad Company, chartered October 7, 1891; Cherry Springs Railroad Company, chartered July 14, 1893; Cross Fork Railroad Company, chartered April 12, 1893; Coudersport and Wellsboro Railroad Company, chartered January 2, 1892.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. H. Goodyear,	Buffalo, N. Y.,	January 13, 1896.
C. W. Goodyear,	Buffalo, N. Y	do.
W. I. Lewis,	Coudersport,	do.
Daniel Collins,	Austin, Pa.,	do.
N. N. Metcalf,	Austin, Pa.,	do.
H. Hutchinson,	Austin, Pa.,	do.
L. T. Johnson,	Austin, Pa.,	do.
P. H. Farrell,	Austin, Pa.,	do.
M. E. Olmsted,	Harrisburg, Pa.,	do.

Postoffice address of general office: Austin, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	F. H. Goodyear,	Buffalo, N. Y.
President,	M. E. Olmsted.	Harrisburg, Pa.
First Vice President,	F. H. Goodyear,	Buffalo, N. Y.
Second Vice President,	C. W. Goodyear,	Buffalo, N. Y.
Secretary,	F. A. Lehr.	Austin, Pa.
Treasurer,	E. O. Cheney,	Austin, Pa.
General Solicitor, Att'y or Counsel,	M. E. Olmsted.	Harrisburg.
Auditor,	E. O. Cheney.	Austin, Pa.
General Manager,	C. W. Goodyear,	Austin, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Buffalo and Susquehanna Railroad Company.	Keating Summit, Pa.,	Ansonia, Pa.,	61.89
	Cross Fork, Pa.,	Cross Fork Junction, Pa.	13.23
Total mileage operated,			75.12

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,200,000 00	Capital stock,	$1,110,000 00
Cash and current assets,	54,233 51	Funded debt,	1,049,000 00
Other assets:		Current liabilities,	43,246 08
Materials and supplies,	14,533 90	Accrued interest on funded debt not yet payable,	13,112 50
Sinking fund,	57,874 92	Due on construction contract,	15,000 00
		Sinking fund,	104,232 70
		Profit and loss,	12,051 05
Grand total,	$2,346,642 33	Grand total,	$2,346,642 33

CONTRACTS, AGREEMENTS, ETC.

American Express Company, special freight, 15c per 100 lbs; general freight, 25c per 100 lbs. Mail: $465.00 per year.

BUSTLETON RAILROAD COMPANY.

Date of organization: December 27, 1890.
By what authority incorporated: Under general laws of the State of Pennsylvania, approved April 8, 1861.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Rea,	Philadelphia,	First Monday in May, 1896.
Wm. H. Barnes,	Philadelphia,	do. do.
John P. Green,	Philadelphia,	do. do.
H. H. Huston,	Philadelphia,	do. do.
Wm. A. Patton,	Philadelphia,	do. do.
Henry D Welsh,	Philadelphia,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	F. W. Schwarz,	do.
Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Bustleton Railroad Co.,	Holmesburg Jct.	Bustleton, Pa.,	The Pennsylvania Railroad Company.	4.16

Operated by the Pennsylvania Railroad Company, under resolution adopted by the boards of directors of both companies. Rental, net earnings.
This arrangement from January 1, 1891, is terminable at the option of either party on 30 days' notice.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total.	LIABILITIES.	Total.
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Profit and loss,	33,245 06	Current liabilities,	33,245 06
Grand total,	$133,245 06	Grand total,	$133,245 06

CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: January 13, 1887.

By what authority incorporated: General law, April 4, 1868.

If a consolidated company, name the constituent companies: The Cresson Railroad Company was consolidated with the Cambria and Clearfield Railroad Company, under agreement dated July 17, 1891, filed at Harrisburg, August 6, 1891. The Cresson Railroad Company was organized July 10, 1891, by the purchasers of the property and franchises of the Ebenshurg and Cresson Railroad Company, sold under foreclosure, May 8, 1891.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Barnes,	Philadelphia,	Third Tuesday in April, 1896.
John P. Green,	Philadelphia,	do. do.
Wm. A. Patton,	Philadelphia,	do. do.
Henry D. Welsh	Philadelphia,	do. do.
George Wood,	Philadelphia,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: April 16, 1895.

Postoffice address of general office: General office, Broad Street Station, Philadelphia.

Postoffice address of operating company: General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Cambria and Clearfield Railroad.	Cresson Junction, Pa.	Glen Campbell Jc., Pa.	The Pennsylvania Railroad Company.	48.35
Branches,				49.36
Total mileage,				97.71

Operated by the Pennsylvania Railroad Company, under resolution of the boards of directors of both companies. Rental, net earnings. This arrangement went into effect September 24, 1888, and is terminable at the option of either party on thirty days' notice.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$2,567,276 44	Capital stock	$1,288,550 00
Cash and current assets	27,074 22	Funded debt	1,279,000 00
Profit and loss	5,174 34	Current liabilities	31,975 00
Grand total	$2,599,525 00	Grand total	$2,599,525 00

CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

Date of organization: April 5, 1853.
By what authority incorporated: Pennsylvania, April 5, 1853.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Theodore Voorhees	Philadelphia	First Monday in November, 1894.
D. Jones	Philadelphia	do. do.
B. F. Fackenthal, Jr.	Easton, Pa.	do. do.
Samuel Thomas	Catasauqua	do. do.
W. S. Pelling	Philadelphia	do. do.
Albert Foster	Philadelphia	do. do.
John Thomas	Catasauqua	do. do.
B. H. Bail	Philadelphia	do. do.
George F. Barnes	Philadelphia	do. do.
James W. Fuller	Catasauqua	do. do.

Date of last meeting of stockholders for election of directors: November 5, 1894.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Joseph S. Harris	Philadelphia.
Secretary	W. R. Taylor	do.
Treasurer	W. A. Church	do.
Comptroller	D. Jones	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Catasauqua and Fogelsville railroad	Catasauqua	Rittenhouse Gap	27.20

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$576,919 99	Capital stock,	$426.900 00
Cost of equipment,	135,150 00	Funded debt,	135.000 00
Bonds owned,	22,000 00	Current liabilities,	45.649 48
Cash and current assets,	62,866 64	Profit and loss,	190,168 04
Materials and supplies,	780 89		
Grand total,	$797.717 52	Grand total,	$797,717 52

CATAWISSA RAILROAD COMPANY.

Date of organization: March 21, 1860.

By what authority incorporated: Incorporated as Little Schuylkill and Susquehanna Railroad Company, by act of Assembly, March 30, 1831; name changed to Catawissa, Williamsport and Erie Railroad Company, by act of Assembly, March 20, 1849; reorganized by foreclosure of first mortgage, by act of Assembly, March 21, 1860, as Catawissa Railroad Company.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Edward S. Buckley,	Philadelphia,	May, 1896.
R. Dale Benson,	do.	do.
John S. Graham,	do.	do.
G. Assheton Carson,	do.	do.
Francis H. Shipper,	do.	do.
James A. Freeman,	do.	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	M. P. Hutchinson,	Philadelphia.
Secretary,	R. M. Elliott,	do.
Treasurer,	M. P. Hutchinson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Catawissa Railroad,	Tamanend,	Williamsport,	Philadelphia & Reading Railroad Company.	159.7

This road was leased by the Philadelphia and Reading Railroad Company, November 1, 1872, for 999 years, at thirty per cent. of the gross receipts, the minimum sum to be not less than $226,000.00 and maintenance of organization.

CENTRAL PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

Date of organization: March 1, 1893.

By what authority incorporated: State of Pennsylvania in various acts of the Commonwealth, authorizing merger and consolidation.

If a consolidated company, name the constituent companies: Turbotville and Williamsport Railroad Company, act April 4, 1868 and supplements. Chartered November 18, 1892.

Wilkes-Barre and Western Railway Company, act April 4, 1868 and supplements. Chartered June 21, 1886.

Orangeville and Lehigh Railroad Company, act April 4, 1868 and supplements. Chartered December 2, 1892.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eugene R. Payne	Williamsport, Pa.	January 8, 1896.
James Kerr	Clearfield, Pa.	do.
N. N. Betts	Towanda, Pa.	do.
Morris Liveright	Philadelphia	do.
Wilberforce Sully	New York, N. Y.	do.
Stephen Peaboby	New York, N. Y.	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.

Postoffice address of general office: 20 Broadway, New York, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Rudolph T. McCabe	New York, N. Y.
Vice President	Eugene R. Payne	Williamsport, Pa.
Secretary	William R. Heath	New York, N. Y.
Treasurer	James B. Bach	New York, N. Y.
General Solicitor, Att'y or Counsel	Strong, Harmon & Matherson	William street, New York, N. Y.
General Manager	S. B. Haupt	Watsontown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total miles of road.
	From—	To—	
Central Pennsylvania and Western Railroad Company.	Watsontown, Pa.	Orangeville, Pa.	31

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.		TOTAL.	LIABILITIES.	TOTAL.
Cost of road, } Cost of equipment, }		$6,240,650 00	Capital stock,	$5,620,650 00
Cash and current assets,		228 99	Funded debt,	620,000 00
Materials and supplies,		904 20	Current liabilities,	93,000 00
Coupons,	$93,000 00			
Less cash, $228 99				
Mater'ls on hand, 904 20				
	1,133 19	91,866 81		
Grand total,		$6,333,650 00	Grand total,	$6,333,650 00

CONTRACTS, AGREEMENTS, ETC.

Agreement with Adams Express Company for handling express company matter, as follows:

For all through business express company pay to Central Pennsylvania and Western Railroad Company fifteen cents per hundred pounds. For all local business twenty-five cents per hundred pounds.

Our present contract with the Government for the carrying of United States mails is as follows:

Our line is divided into two routes, viz:

Route No. 110,166 between Watsontown and Turbotville, 6.48 miles and route No. 110,193 between Turbotville and Orangeville, 25.8 miles, making a total of 32.28, for which we receive $42.75 per mile per annum, or a total of $1,380.00 for the year.

CENTRAL RAILROAD COMPANY OF PENNSYLVANIA.

Date of organization: September 11, 1891, organized under agreement of merger and consolidation, dated June 24, 1891.

By what authority incorporated: Under general railroad law of April 4, 1868, and supplements.

If a consolidated company, name the constituent companies: The Central Pennsylvania Railroad Company (incorporated 11th May, 1889), from Mill Hall, Clinton county, to Unionville, Centre county, Pa.

The Central Pennsylvania Railroad Company (eastern extension) incorporated 11th December, 1890, from a point at or near White Deer, Union county, to a point at or near Washington Furnace (or Lamor P. O.), Clinton county, Pa.

These two companies consolidated June 24, 1891, and merged as the Central Railroad Company of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Walter L. Ross,	304 Walnut street, Philadelphia,	Second Monday in January, 1896.
William J. McHugh,	304 Walnut street, Philadelphia,	do. do.
Charles O. Kruger,	304 Walnut street, Philadelphia,	do. do.
Edward L. Welsh,	304 Walnut street, Philadelphia,	do. do.
Charles W. Wilhelm,	Reading, Pa.,	do. do.
C. M. Clement,	Sunbury, Pa.,	do. do.
Robert Valentine,	Bellefonte, Pa.,	do, do.

Date of last meeting of stockholders for election of directors: Second Monday of January, 1895.

Postoffice address of general office: 304 Walnut street, Philadelphia, Pa.

Postoffice address of operating company: Offices of operating departments, general superintendent and general freight agent, Bellefonte, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Walter L. Ross,	304 Walnut street, Philadelphia.
Vice President,	Charles W. Wilhelm,	Reading, Pa.
Secretary,	William J. McHugh,	304 Walnut street, Philadelphia.
Treasurer,		
General Solicitor, Att'y or Counsel,	Richard C. Dale,	Philadelphia.
Auditor,	M. L. Altendefer,	Bellefonte, Pa.
General Superintendent,	G. W. Gephart,	Bellefonte, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To-	
Central Railroad of Pennsylvania (main line).	Bellefonte, Pa.,	Mill Hall, Pa.,	27 30
Branch line owned (sidings and branches connected with main line).	Bellefonte, Pa	Mill Hall, Pa	4 00
Lines operated under contract:			
Nittany Valley Railroad,	Nittany Valley Juntion on B. E. V. railroad.	Taylor, Centre county, Pa.	5.00
Valentine Iron Co. Terminal tracks.	Nittany Valley Junction,	Jackson & Co., Mill on B. E. V. railroad.	2.00
Total mileage operated,			38.30

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$978 273 05	Capital stock,	$1,200,000 00
Cost of equipment,	59,221 89	Funded debt,	600,000 00
Materials and supplies,		Current liabilities,	83,666 78
Advancements, payments in hands of construction company and on account of incomplete line and rights of way and subject to final settlementin entire line,	3,000 00	Real estate mortgages,	2,500 00
		Accrued interest on funded debt not yet payable,	6,000 00
	805,437 36		
Profit and loss,	46,234 46		
Grand total,	$1,892.166 78	Grand total,	$1,892.166 78

CHAMBERSBURG AND GETTYSBURG RAILROAD COMPANY.

Date of organization: September 29, 1890.
By what authority incorporated: General railroad act April 1, 1868 and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. D. Wood,	Brooklyn, N. Y.,	January, 1896.
W. H. Male,	New York,	do.
W. B. Parsons,	New York,	do.
W. S. Pilling,	Philadelphia,	do.
T. I. Crane,	Philadelphia,	do.
J. P. Ranney,	Chambersburg, Pa.,	do.
J. B. White,	Fayettsville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1895.
Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. S. Pilling,	Philadelphia.
Vice President,	W. H. Male,	New York.
Treasurer,	Jos. P. Ranney,	Chambersburg, Pa.
General Manager,	T. I. Crane,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Chambersburg and Gettysburg Railroad.	Conococheague Jc.	To Wolf Hill,	10

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$200,000 00	Capital stock,	$200,000 00
Cash and current assets,	117 84	Current liabilities,	7,862 79
Profit and loss,	7,744 95		
Grand total,	$207,862 79	Grand total,	$207,862 79

CHARTIERS RAILWAY COMPANY.

Date of organization: January 2, 1867.
By what authority incorporated: Act of April 8, 1861.
Operated by Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	First Tuesday in May, 1896.
J. T. Brooks,	Salem, Ohio.	do. do.
Samuel Rea,	Philadelphia,	do. do.
Henry D. Wesh,	Philadelphia,	do. do.
George Wood,	Philadelphia,	do. do.
N. P. Shortridge,	Wynnewood, Pa.	do. do.

Date of last meeting of stockholders for election of directors: May 2, 1895.
Postoffice address of general office: General office, Broad Street Station, Philadelphia.
Postoffice address of operating company, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	do
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Chartiers Railway.	Carnegie, Pa.,	Washington, Pa.,	Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.	22.76

Leased to the Pittsburgh, Cincinnati and St. Louis Railway Company (now the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company), dated December 8, 1871, for 99 years, from January 1, 1872.
Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,134,543 26	Capital stock,	$645,300 00
Stocks owned,	2,251 00	Funded debt,	500,000 00
Bonds owned,	98,133 00	Current liabilities,	7,427 50
Cash and current assets,	45,243,17	Profit and loss,	127,412 93
Grand total,	$1,280,170 43	Grand total,	$1,280,170 43

CHARTIERS RAILWAY COMPANY—OPERATED BY THE PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total miles of road.
	From—	To—	
Chartiers Railway,	Carnegie, Pa.,	Washington, Pa.,	22.76
Chartiers Connecting Railway in Washington, Pa.	Terminus of Chartiers Railway.	Terminus of Waynesburg and Washington Railroad.	.72
Total mileage operated,			23.48

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 47½ per cent. of the gross receipts from general traffic and 60 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails, is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the road over which it operates, in the proportion of the earnings therefrom of each, to the whole. Customary rates are also paid for the use of the Union Line cars.

Telegraph companies: The Western Union Telegraph Company pays a fixed rental for telegraph privileges.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted.

The Traveler's Insurance Company pays a portion of its gross receipts at sundry stations for privileges and facilities granted thereat.

CHERRY GROVE RAILROAD COMPANY.

Date of organization: November 21, 1894.
By what authority incorporated: Commonwealth of Pennsylvania.
Operated by Tionesta Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Isaac Horton,	Sheffield, Pa.,	January 14, 1895.
J. H. Horton,	Sheffield, Pa.,	do.
J. Crary,	Sheffield, Pa.,	do.
C. W. R. Rodeker,	Sheffield, Pa.,	do.
C. H. Smith,	Sheffield, Pa.,	do.
John McNair,	Sheffield, Pa.,	do.
Webb Horton,	Middletown, N. Y.,	do.
H. H. Crary,	Binghamton, N. Y.,	do.
James Horton,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Isaac Horton,	Sheffield, Pa.
Vice President,	James Horton,	Buffalo. N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Chas. Sigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield. Pa.
General Manager,	James Horton,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Cherry Grove Railroad,	Sheffield, Pa.,	Garfield, Pa.,	Tionesta Valley Railroad Company.	11

Leased to the Tionesta Valley Railroad Company, for a term of 99 years, at an annual rental of $300.00.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$18,000 00	Capital stock,	$10,000 00
Profit and loss,	2,000 00	Current liabilities,	10,000 00
Grand total,	$20,000 00	Grand total,	$20,000 00

CHESTER CREEK RAILROAD COMPANY.

Date of organization: Chartered April 16, 1866.

By what authority incorporated: Special acts, April 16, 1866, April 17, 1867.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent for the Philadelphia and Baltimore Central Railroad Company, lessee.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	January 13, 1896.
Richard Peters,	Thurlow, Pa.,	do.
George K. Crozer,	Upland, Pa.,	do.
Henry D. Welsh,	Wissahickon Heights, Pa.,	do.
George Wood,	Philadelphia,	do.
Thomas V. Cooper,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

4-8-95

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Vacant.	
Treasurer,	Robt. W. Smith,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Chester Creek Railroad Co.,	Lamokin, Pa.,	Leni, Pa.,	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, lessee.	6.29

The Chester Creek Railroad is leased for a term of 999 years to the Philadelphia and Baltimore Central Railroad Company, at an annual rental equal to six per cent. upon $185,000 of the capital stock, and $185,000 of the bonds of Chester Creek Railroad Company: Lessee to pay all taxes.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$457,100 00	Capital stock,	$272,100 00
Cash and current assets,	11,190 00	Funded debt,	185,000 00
		Current liabilities,	11,190 00
Grand total,	$468,290 00	Grand total,	$468,290 00

CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: October 9, 1871.
By what authority incorporated: Pennsylvania, April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Theo. Voorhees,	Philadelphia,	Second Monday in Jan., 1896.
D. Jones,	Philadelphia,	do. do.
A. J. Antelo,	Philadelphia,	do. do.
Jas. Boyd,	Norristown, Pa.,	do. do.
C. G. Hancock,	Philadelphia,	do. do.
B. H. Ball,	Philadelphia,	do. do.
W. G. Brown,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Reading Terminal.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Jos. S. Harris, ...	Philadelphia.
Secretary, ...	W. R. Taylor, ...	do.
Treasurer, ...	W. A. Church, ...	do.
Comptroller, ...	D. Jones, ...	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Chester and Delaware River Railroad, .	Marcus Hook, ...	Eddystone, Pa., ...	5.70

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$359,712 75	Capital stock, ...	$40,000 00
Profit and loss, ...	64,064 21	Current liabilities.	361,476 96
		Real estate mortgages, ...	22.300 00
Grand total, ...	$423.776 96	Grand total, ...	$423,776 96

CHESTNUT HILL RAILROAD COMPANY.

Date of organization: Charter approved April 10, 1848.
By what authority incorporated: Special act of the State of Pennsyivania.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. W. Colket, ...	202 Walnut Place, Philadelphia,	Second Monday in January, 1896.
C. Stuart Patterson, ...	600 Girard B'd'g, Philadelphia.	do. do.
E. H. Weil, ...	S. W. corner 4th and Chestnut streets, Philadelphia.	do. do.
W. S. Wilson, ...	132 South 3d street, Philadelphia.	do. do.
Lewis Elkin, ...	1119 Walnut street, Philadelphia.	do. do.
C. Howard Colket	1334 Walnut street, Philadelphia.	do. do.
J. Sergeant Price, ...	709 Walnut street, Philadelphia,	do. do.
Eli Kirk Price, ...	709 Walnut street, Philadelphia,	do. do.
Samuel Y. Heebner, ...	Summit avenue, Chestnut Hill,	do. do.
Charles C. Slifer, ...	Flourtown, Montgomery county, Pa.	do. do.
Charles Schaffer, ...	1309 Arch street, Philadelphia, .	do. do.
Thomas McKean, ...	153 Dock street, Philadelphia, . .	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in January, 1895.
Postoffice address of general office: 132 South Third street, Philadelphia, Pa.
Postoffice address of operating company: Reading Terminal (Twelfth and Market street), Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. W. Colket,	202 Walnut Place, Philadelphia.
Secretary, Treasurer,	W. W. Stephens,	132 South Third street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Chestnut Hill Railroad,	Germantown, Pa.	Chestnut Hill, Pa.	The Philadeldhia and Reading Railroad Co.	

The Chestnut Hill Railroad was leased to the Philadelphia and Reading Railroad Company on December 2, 1870, for a term of 999 years, at an annual rental of $14,478.00, being 12 per cent. of 2,413 shares at a par value of $50 per share, together with an annual payment of $2,000.00 for the purpose of maintaining the corporate organization of the company. All questions unanswered in this report should be returned by the lessee.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Lands owned,	$15,505 98	Capital stock,	$120,650 00
Road,	105,144 02	Current liabilities,	174 00
Other assets,	174 00		
Grand total,	$120,824 00	Grand total,	$120,824 00

CLARION RIVER RAILROAD COMPANY.

Date of organization: December 17, 1889.
By what authority incorporated: General railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Hyde,	Ridgway, Pa.,	Second Monday in January, 1896.
J. K. Gardner,	Ridgway, Pa.,	do. do.
W. H. Osterhout,	Ridgway, Pa.,	do. do.
J. K. P. Hall,	Ridgway, Pa.,	do. do.
Andrew Kaul,	St. Mary's, Pa.,	do. do.
H. A. Hall,	Ridgway, Pa.,	do. do.
Wilson Kistler,	Lock Haven, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Ridgway, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Hyde,	Ridgway, Pa.
Vice President,	J. K. Gardner,	do.
Secretary,	J. K. P. Hall,	do.
Treasurer,		
Chief Engineer,	B. E. Wellendorf,	do.
Gen'l Solicitor, Attorney or Counsel,	H. A. Hall,	do.
Auditor,	C. W. Stewart,	do.
General Manager,	H. A. Hall,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Clarion River Railway Company,	Croyland, Pa., R. & C. Div., P. & E. Div., P. R. R.	Hallton, Elk county, Pa.	12

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$138,288 02	Capital stock,	$120,000 00
Cost of equipment,	15,829 78	Current liabilities,	14,000 00
Cash and current assets,	1,971 83	Profit and loss,	22,089 63
Grand total,	$156,089 63	Grand total,	$156,089 63

CLEARFIELD AND MAHONING RAILWAY COMPANY.

Date of organization: May 31, 1892.

By what authority incorporated: Incorporated under the general railroad law, act of Assembly approved April 4, 1868, and the acts supplementary thereto.

Operated by the Buffalo, Rochester and Pittsburgh Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM	
Adrian Iselin, Jr.,	No. 36 Wall St., New York City,	Second Monday January,	1896.
C. O. D. Iselin,	No. 36 Wall St., New York City,	do,	do.
J. J. Mezgar,	No. 36 Wall St., New York City,	do.	do.
J. H. Hocart,	No. 36 Wall St., New York City,	do.	do.
Oscar Grisch,	No. 36 Wall St., New York City.	do.	do,
J. H. Ralph,	Bradford, Pa.,	do.	do.
A. S. Grosh,	Ridgway, Pa.,	do.	do.
A. E. Patton,	Curwensville, Pa.,	do.	do.
W. W. Ames,	Ridway, Pa.,	do.	do.
J. B. Merris,	Dubois, Pa.,	do.	do.
C. H. McCauley,	Ridgway, Pa.,	do.	do.
Jno. G. Whitmore,	Ridgway, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Ridgway, Pa.

Operated by the Buffalo, Rochester and Pittsburgh Railway Company, Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. M. Grosh,	Ridgway, Pa
Vice President,	C. H. McCauley,	Ridgway, Pa.
Secretary,	Jno. G. Whitmore,	Ridgway, Pa.
Treasurer,	Adrian Iselin, Jr.,	36 Wall St., New York City.
Chief Engineer,	J. M. Floesch,	Dubois, Pa.
Solicitor, Attorney or Counsel,	C. H. McCauley,	Ridgway, Pa.
Auditor,	Jno. F. Dinkey,	Rochester, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Clearfield and Mahoning Railway Company.	Jefferson Line or DuBois Junction, Pa.	Clearfield, Pa..	Buffalo. Rochester and Pittsburgh Railway.	25.87

Lease: Clearfield and Mahoning Railway Company to Buffalo, Rochester and Pittsburgh Railway Company. Dated January 3, 1893. Recorded in Clearfield county, Pa., in miscellaneous book "M," page 7, 8, etc., on March 14, 1893.

Lease of all and singular the railway of the C. & M. Railway Company, which extends from Jefferson line in Clearfield county, Pa., to connection with Beech Creek Railroad, at Clearfield, Pa. Also all lands, real estate, rights of way, railway tracks, bridges, culverts, fences, depots, tanks, turn-tables, shops, buildings, structures, cars, rolling stock, fixtures, locomotives, engines, etc.

Annual rental shall be:

1. $39,000.00 payable semi-annually, January 1, and July 1, for benefit of holders of $650,000.00 capital stock, and

2. $32,500.00, or the amount of interest on the $650,000.00. First mortgage bonds, payable semi-annually, January 1, and July 1.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,298,684 05	Capital stock,	$650.000 00
Cost of equipment,	98,000 00	Funded debt,	650.000 00
		Current liabilities,	96.684 05
Grand total,	$1.396,684 05	Grand total,	$1,396,684 05

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

Date of organization: March, 1836.

By what authority incorporated: Reference made to acts of the charter furnished with former reports.

Operated by the Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
R. F. Smith,	Cleveland, O.	J. T. Brooks,	Salem, O.
J. V. Painter,	Cleveland, O.	Geo. B. Roberts,	Philadelphia.
E. R. Perkins,	Cleveland, O.	H. Darlington,	Pittsburgh.
M. A. Hanna,	Cleveland, O.	Chas. Lanier,	New York, N. Y.
H. C. Ranney,	Cleveland, O.	W. C. Egleston,	New York, N. Y.
E. A. Ferguson,	Cincinnati, O.	J. S. Kennedy,	New York, N. Y.

Date of last meeting of stockholders for election of directors: January 2, 1895.
Postoffice address of general office: Cleveland, Ohio.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	R. F. Smith,	Cleveland, O.
Vice President,	J. V. Painter,	do.
Secretary, Treasurer,	G. A. Ingersoll,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Cleveland and Pittsburgh,	Cleveland, Bayard, Rochester,	Yellow Creek, New Philadelphia. Bellaire.	Pennsylvania,	198.34

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$14,759,314 84	Capital stock,	$11,247,528 62
Cost of equipment,	3,905,786 01	Funded debt,	7,986,500 00
Cash and current assets,	342,635 21	Current liabilities,	334,821 67
Materials and supplies,	261,210 66	Accrued interest on funded debt not yet payable,	32,206 25
Sinking fund,	2,017,500 00	Betterments,	9,590 53
Sundries,	950,668 02	Profit and loss,	2,626,467 67
Grand total,	$22,237,114 74	Grand total,	$22,237,114 74

CLEVELAND AND PITTSBURGH RAILROAD COMPANY—OPERATED BY THE PENNSYLVANIA COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Cleveland and Pittsburgh Railroad. . .	Rochester, Pa..	Cleveland, O., ...	123.80
River Division.	Yellow Creek, O.. . . .	Bellair, O.	43.44
Tuscarawas Branch.	Bayard, O., ...	New Philadelphia, O., .	31.10
Pittsburgh, Ft. Wayne and Chicago Railroad.	Rochester, Pa..	Pittsburgh, Pa., ...	25.64
Total mileage operated, ...	. . . . .	. . . . .	223.98

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company pays this company 47½ per cent. of its gross receipts from general traffic, and 60 per cent. of gross receipts from oyster traffic.

Mails: The compensation for the transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor and Dining Car Companies: Pullman's Palace Car Company furnishes its cars for use over this road, maintaining the same and collecting from passengers 25c to $1.50 each for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in proportion of the earnings therefrom of each, to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of the receipts and pays a proportion of the expenses of the telegraph line located on line of Cleveland and Pittsburgh Railroad.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted. The Traveler's Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

COLEBROOKDALE RAILROAD COMPANY.

Date of organization: March 23, 1865.
By what authority incorporated: Pennsylvania, act of March 23, 1865.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Theo. Voorhees,	Philadelphia,	Third Monday in January, 1896.
D. Jones,	Philadelphia,	do. do.
A. J. Antelo,	Philadelphia,	do. do.
Jos. F. Sinnott,	Philadelphia,	do. do.
Jas. Boyd,	Norristown, Pa.,	do. do.
W. G. Brown,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: January 21, 1895.
Postoffice address of general office: Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. L. Bailey,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Colebrookdale Railroad,	Pottstown, Pa.,	Barto, Pa.,	Philadelphia and Reading Railroad.	12.80

Leased to the Philadelphia and Reading Railroad Company, January 17, 1870, for 20 years, from January 1, 1870.
Lessee pays all expenses of operating and to this company as rental a sum equal to 30 per cent. of the gross receipts.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$672,341 93	Capital stock,	$297,215 00
Cash and current assets,	28,925 08	Funded debt,	600,000 00
Profit and loss,	611,609 99	Current liabilities,	412,662 00
		Accrued interest on funded debt not yet payable,	3,000 00
Grand total,	$1,312,877 00	Grand total,	$1,312,877 00

COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Date of organization: July 17, 1890.
By what authority incorporated: Washington and Maryland Line Railroad Company, organized May 19, 1857, under the authority of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 12, 1856.
Name changed to Columbia and Maryland Line Railroad Company, under authority of a supplement to the above act, approved March 29, 1860, and of a further supplement to said act approved April 1, 1863.

Name again changed to Columbia and Port Deposit Railroad Company, under authority of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1864.

Postoffice address of general office: Cleveland, Ohio.

Columbia and Port Deposit Railroad Company (of State of Maryland), incorporated by act of the General Assembly of the State of Maryland, February 20, 1858, Chapter 103.

Supplementary act of General Assembly of State of Maryland enacted at January Session, 1864, Chapter 31.

Consolidation of the railroads in Pennsylvania and Maryland, effected June 1, 1864, under the name of the Columbia and Port Deposit Railroad Company, by authority of act of General Assembly of the Commonwealth of Pennsylvania, April 4, 1864, and act of General Assembly of State of Maryland, February 20, 1858, Chapter 103.

Columbia and Port Deposit Railroad sold under foreclosure of mortgage March 4, 1890, and purchased by George Kugler, who organized two companies, as follows:

May 21, 1890, the Columbia and Port Deposit Railroad Company, for the portion of the road in the State of Pennsylvania, under the authority of the acts of the General Assembly of the Commonwealth of Pennsylvania, approved May 25, 1878, and May 31, 1887.

May 23, 1890, the Port Deposit Railroad Company, for the portion of the road in the State of Maryland, under the provisions of the Code of Public General Laws of the State of Maryland.

The two railroad companies aforesaid, namely, the Columbia and Port Deposit Railway Company of Pennsylvania, and the Port Deposit Railroad Company of Maryland, were consolidated May 29, 1890, under the name, style and title of the Columbia and Port Deposit Railway Company, under the laws of the Commonwealth of Pennsylvania and the State of Maryland.

The agreement of consolidation and merger being filed in the office of the Secretary of the State of Maryland, June 21, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania, July 17, 1890.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes	Philadelphia,	May 4, 1896.
John P. Green,	Philadelphia,	do.
Jacob Tome,	Port Deposit, Md.,	do.
Henry D Welsh,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles E. Pugh,	Philadelphia.
Secretary, Treasurer,	James A. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Columbia and Port Deposit Railway Company.	Columbia, Pa.,	Perryville, Md.,	Pennsylvania Railroad Company.	43.53

Agreement dated July 1, 1890.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

Trackage contract dated July 23. Trackage contract with the Philadelphia and Baltimore Central Railroad Company, allowing that company the use of the railroad tracks owned by the Columbia and Port Deposit Railway Company, from Octorara Junction to Port Deposit, a distance of about four miles, and the tracks of the Port Deposit to Perryville, three and seven-tenths miles, for the term of one year from July 1, 1890, and from year to year thereafter, at the option of either party, upon six months' notice in writing by either party of its desire to terminate the same, at a rental of $4,000 per annum, which is to be included in gross earnings.

The portion of the road from Octorara Junction to Perryville, is operated jointly by the Philadelphia and Baltimore Central Railroad Company, and the Pennsylvania Railroad Company, agent of the Columbia and Port Deposit Railway Company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,811,179 66	Capital stock,	$1,000,000 00
Cash and current assets,	33,441 72	Funded debt.	1,800,000 00
		Profit and loss,	44,621 38
Grand total,	$2,844,621 38	Grand total,	$2,844,621 38

CONNECTING RAILWAY COMPANY.

Date of organization: Incorporated April 4, 1863.

By what authority incorporated: Act of April 4, 1863, May 7, 1864, March 14, 1865, April 6, 1867 and March 26, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Barnes,	Philadelphia,	January 10, 1896.
Wm. A. Patton,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood.	Philadelphia,	do.
N. P. Shortridge,	Wynnewood,	do.

Date of last meeting of stockholders for election of directors: June 11, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Connecting Railway, .	Frankford Junction, Pa.	Mantua, Pa., . .	Pennsylvania Railroad Company.	6.75

Leased to the Philadelphia and Trenton Railroad Company (which is leased to the Pennsylvania Railroad Company), dated January 1, 1868, for 999 years from February 18, 1863. Rental is equivalent to 6 per cent. per annum dividend on capital stock. Six per cent. interest on outstanding bonds and taxes.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$3,441,190 33	Capital stock, ...	$1,278,300 00
Cash and current assets, ...	360 00	Funded debt, ...	991,000 00
		Current liabilities, ...	1,172,250 33
Grand total, ...	$3,441,550 33	Grand total, ...	$3,441,550 33

CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1850.
By what authority incorporated: General Railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William C. Freeman, ...	Cornwall, Pa., ...	January 6, 1896.
E. C. Freeman, ...	Cornwall, Pa., ...	do.
R. P. Alden, ...	Cornwall, Pa., ...	do.
D. S. Hammond, ...	Lebanon, Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 7, 1895.
Postoffice address of general office: Lebanon, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	William C. Freeman, ...	Cornwall, Pa.
Secretary, ...	D. S. Hammond, ...	Lebanon, Pa.
Treasurer, ...		
General Solicitor, Attorney or Counsel,	H. C. Shirk	Lebanon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Cornwall Railroad, ...	Lebanon, Pa., ...	Mt. Hope, Pa., ...	12 67

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$677,694 45	Capital stock, ...	$400,000 00
Cost of equipment, ...	189,941 41	Current liabilities, ...	16,000 00
Lands owned, ...	44,419 10	Profit and loss, ...	505,101 06
Cash and current assets, ...	9,046 10		
Grand total, ...	$921,101 06	Grand total, ...	$921,101 06

CONTRACTS, AGREEMENTS, ETC.

United States Express Company: The Cornwall Railroad Company receives 10 cents per 100 pounds for through and 20 cents per 100 pounds for local express matter carried on its line.

Mails carried from Lebanon and Cornwall and Mount Hope for an annual compensation of $502.28.

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1882.

By what authority incorporated: Laws of Pennsylvania, act of April 4, 1868, and its supplements.

If a consolidated company, name the constituent companies: Colebrook Valley Railroad Company, chartered January 26, 1881; Cornwall and Lebanon Railroad Company, chartered February 28, 1882; Lebanon Belt Railway Company, chartered March 21, 1889.

Consolidated: Colebrook Valley Railroad Company and Cornwall and Lebanon Railroad Company, May 24, 1886, Cornwall and Lebanon Railroad Company and Lebanon Belt Railway Company, December 17, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Walter Scranton, ...	52 Wall street, New York, N. Y.	January 13, 1896.
Archibald Rogers, ...	Hyde Park, N. J., ...	do.
L. Heber Smith, ...	2039 Walnut street, Philadelphia, . . .	do.
H. T. Kendall, ...	Reading, Pa., ...	do.
Edward R. Coleman, ...	Lebanon, Pa., ...	do.
John Metly, ...	Lebanon, Pa., ...	do.
J. H. Redsecker, ...	Lebanon, Pa., ...	do.
C. Shenk, ...	Lebanon, Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Lebanon, Pa.

Postoffice address of operating company: Lebanon, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	B. Dawson Coleman,	Lebanon. Pa.
Vice President,	Archibald Rogers,	Hyde Park, N J.
Secretary,	E. D. Coleman,	Lebanon, Pa.
Treasurer,	A. D. Hoffer,	Lebanon, Pa.
General Solicitor,	Grant Weidman,	Lebanon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS,		Total mileage of road.
	From—	To—	
Cornwall and Lebanon Railroad Co.,	Conewago,	Lebanon,	21.66
Branches,	Cornwall,	Ore Banks,	1.17
	Lebanon,	North Lebanon,	0.34
	Lebanon,	East Lebanon,	1.72
Total mileage operated,			24.89

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,385,893 47	Capital stock,	$800,000 00
Cost of equipment,	193,338 64	Funded debt,	800,000 00
Lands owned,	30,250 00	Current liabilities,	20,664 33
Cash and current assets,	44,296 41	Profit and loss,	33,988 69
Materials and supplies,	874 50		
Grand total,	$1,654,653 02	Grand total,	$1,654,653 02

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays 20 cents per 100 pounds on local matter, 10 cents per 100 pounds on Philadelphia and New York.

United States mail: $702.36.

CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Date of organization: April 2, 1890.

If a consolidated company, name the constituent companies: Confluence and State Line Railroad Company. State Line and Oakland Railway Company. Merged April 2, 1890, under the name of the Confluence and Oakland Railroad Company.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. M. King,	Philadelphia,	December 11, 1895.
W. H. Addicks,	do.	do.
Theo. Frothingham,	do.	do.
Geo. J. Lincoln,	do.	do.
J. Bayard Henry,	do.	do.
Jos. U. Crawford,	do.	do.
Edward D. Toland,	do	do.

Date of last meeting of stockholders for election of directors: December 12, 1894.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Philadelphia.
Secretary,	J. B. Washington,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	G. W. Booth,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Confluence and Oakland Railroad Company.	Confluence and Oakland Junction, Pa.	Manor Lands, Md.	Baltimore and Ohio Railroad Company.	19.70

The Confluence and Oakland Railroad was leased to the Baltimore and Ohio Railroad Company by indenture dated May 1, 1890, for the term of 999 years from November 1, 1889, for the annual rental of $10,000, payable semi-annually on the 15th day of April and October.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$231,897 18	Capital stock,	$200,000 00
Profit and loss,	252,844 94	Funded debt,	200,000 00
		Current liabilities,	84,742 12
Grand total,	$484,742 12	Grand total,	$484,742 12

COUDERSPORT AND PINE CREEK RAILROAD COMPANY.

Date of organization: December 20, 1889.
By what authority incorporated: Common law.
Operated by the Coudersport and Port Allegheny Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Olmsted,	Coudersport, Pa.,	July 12, 1896.
J. B. Benson,	Coudersport, Pa.,	do.
M. S. Thompson,	Coudersport, Pa.,	do.
R. L. Nichols,	Coudersport, Pa.,	do.
B. D. Hamlin,	Smethport, Pa.,	do.
B. A. McClure,	Coudersport, Pa.,	do.
C. S. Carey,	Olean, N. Y.,	do.

Date of last meeting of stockholders for election of directors: July 12, 1895.
Postoffice address of general office: Coudersport, Pa.
Postoffice address of operating company: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James L. Knox,	Coudersport, Pa.
Vice President,	C. S. Carey,	Olean, N. Y.
Secretary,	A. B. Mann,	Coudersport, Pa.
Treasurer,	M. S. Thompson,	Coudersport, Pa.
Chief Engineer,	B. A. McClure,	Coudersport, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Coudersport and Pine Creek Railroad.	Coudersport, Pa.,	Sweeden Valley, Pa.	Coudersport and Port Allegany Railroad.	5

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$51,500 00	Capital stock,	$51,500 00
Grand total,	$51,500 00	Grand total,	$51,500 00

CONTRACTS, AGREEMENTS, ETC.

Leased to Coudersport and Port Allegheny Railroad Company for 6 per cent. on capital stock.

COUDERSPORT AND PORT ALLEGANY RAILROAD COMPANY.

Date of organization: May, 1892.
By what authority incorporated: Common law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
A. G. Olmsted,	Coudersport, Pa.,	January 12, 1896.
J. B. Benson,	Coudersport, Pa.,	do.
M. S. Thompson,	Coudersport, Pa.,	do.
R. L. Nicols,	Coudersport, Pa.,	do.
B. D. Hamlin,	Smethport, Pa.,	do.
H. C. Blakeslee,	Olean, N. Y.,	do.
C. S. Carey,	Olean, N. Y.,	do.
B. A. McClure,	Coudersport, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1895.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James L. Knox,	Coudersport, Pa.
Vice President,	C. S. Carey,	Olean, N. Y.
Secretary,	A. B. Mann,	Coudersport, Pa.
Treasurer,	M. S. Thompson,	Coudersport, Pa.
Chief Engineer,	B. A. McClure,	Coudersport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS,		Total mileage of road.
	From—	To—	
Coudersport and Port Allegheny,	Coudersport,	Port Allegheny,	17
Coudersport and Pine Creek Railroad.	Coudersport,	Sweden Valley,	5
Total mileage operated,			22

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$252,000 00	Capital stock,	$200,000 00
Cost of equipment,	25,500 00	Funded debt,	75,000 00
Grand total,	$277,500 00	Grand total,	$275,000 00

CONTRACTS, AGREEMENTS, ETC.

American Express Company: One and one-half per cent. on first-class freight on all goods.

5-8-95

CRESSON AND IRVONA RAILROAD COMPANY.

Date of organization: June 30, 1894.
Under laws of what government or state organized: Pennsylvania.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia,	First Monday in May, 1896.
John P. Green,	do.	do.
William A. Patton,	do.	do.
C. A. Vernon,	do.	do.
Henry D. Welsh,	do.	do.
George Wood,	do.	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of general office: Philadelphia, Pa.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Tabor Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Cresson and Clearfield county and New York Short Route Railroad.	Cresson.	Irvona.	Pennsylvania Railroad Co.,	26.67
Branches,				2.02
Total mileage,				28.69

Operated by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies, adopted respectively June 28, and July 6, 1894.
Rental, net earnings.
This agreement is terminable on 30 days' notice from either company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,000,000 00	Capital stock,	$500,000 00
Cash and current assets,	6,437 00	Funded debt,	500,000 00
Profit and loss,	3,652 61	Current liabilties,	10,000 00
Grand total,	$1,010,000 00	Grand total,	$1,010,000 00

CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835. Act of incorporation by Legislature of Pennsylvania, April 2, 1831.

By what authority incorporated: Laws of Pennsylvania, act April 2, 1831; supplemental acts April 15, 1835, February 18, 1836, February 21, 1836, March 17 and 31, 1836, April 14, 1838, April 14, 1845, April 10 and 21, 1846, February 15, 1848, March 7, 1849, April 15, 1851, May 4, 1852, April 1, 1856, March 30, 1858, May 1, 1861 and March 22, 1865.

If a consolidated company, name the constituent companies: The Franklin Railroad Company was consolidated with the Cumberland Valley Railroad Company, June 1, 1865.

The Franklin Railroad Company was incorporated by act of the Pennsylvania Legislature, March 12, 1832. Supplemental acts June 13, 1836, April 1, 1852, January 28 and March 17, 1853, April 9, 1856, May 12, 1857, February 2, 1859; also, by act of Maryland Legislature January 16, 1837. Supplemental acts May 12, 1853, March 6, 1856, May 12, 1857, and April 4, 1870.

Cumberland Valley Railroad and Franklin Railroad companies were merged June 1, 1865, under the act of Pennsylvania, May 16, 1861.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	October 7, 1895.
Geo B Roberts,	Philadelphia,	do.
John Stewart,	Chambersburg, Pa.,	do.
A. J Cassatt,	Haverford, Pa.,	do.
John P. Green,	Philadelphia,	do.
J. Herman Bosler,	Carlisle, Pa.,	do.
M. C. Kennedy,	Chambersburg, Pa.,	do.
Edw B. Watts,	Carlisle, Pa ,	do.
Henry D. Welsh,	Philadelphia,	do.
Spencer C Gilbert,	Harrisburg, Pa.,	do.
Jno. N. Hutchinson,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: October 1, 1894.

Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Vice President,	M. C. Kennedy,	do.
Secretary, Treasurer,	W. M. Biddle,	do.
Engineer,	Thos. J Brereton,	do.
Auditor,	W. L. Richey,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Cumberland Valley Railroad,	Harrisburg, Pa.,	West Virginia State Line	82.18
Dillsburg and Mechanicsburg Railroad,	Junction with Cumberland Valley Railroad.	Dillsburg, Pa.,	7 70
South Pennsylvania Railway and Mining Company.	Junction with Cumberland Valley Railroad.	Mercersburg, Pa.,	13.60
South Pennsylvania Railway and Mining Company.	Mercersburg Junction, Pa.	Richmond, Pa.,	7.80
Cumberland Valley and Martinsburg Railway Company.	West Virginia State Line.	Winchester, Va.,	33.65
Total mileage operated,			144.93

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$2,092,003 80	Capital stock	$1,777,850 00
Stocks owned	67,502 00	Funded debt	270,500 00
Bonds owned	140,500 00	Current liabilities	105,113 37
Cash and current assets	260,827 76	Profit and loss	480,286 49
Materials and supplies	72,316 30		
Grand total	$2,633,749 86	Grand total	$2,633,749 86

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Railroad company furnish motive power and cars, for which the express company pays proportion of its receipts.

United States Government: For transportation of mail under regulations of the government.

Connecting railroads for the mutual interchange of traffic, settlement for which is made monthly upon the basis of distance carried by each.

Western Union Telegraph Company: At several points through which the telegraph line passes, the railroad company furnishes office facilities and receives thereof a proportion of the telegraph receipts.

The railroad of the South Penn Railway and M. Company, the Dillsburg and Mechanicsburg Railroad and the Cumberland Valley and Martinsburg Railroad, branch lines of the Cumberland Valley Railroad, are operated by the latter company, under lease, the terms of which provide that the receipts from operation shall first be applied to cost of maintaining, keeping and perpetuating the properties and equipment used thereon and all other expenses of operation, including taxes, insurance, etc., balance remaining to be paid to the lessor companies.

DELAWARE AND HUDSON CANAL COMPANY.

As understood by the officers of the company, the blank form prescribed by the Department of Internal Affairs, contemplates the report of the capital stock, debt and operations of the railroads of the company in Pennsylvania.

This company owns or leases and operates a number of railroads in other states and a canal partly in Pennsylvania and partly in New York, and it also owns coal lands in Pennsylvania from which it mines coal. Its railroads in Pennsylvania were built and are used chiefly for the transportation to market of the company's coal. For these and other reasons, it is impossible to make an entirely accurate and satisfactory return of the affairs of those lines as separated from the other lines and business of the company.

The whole capital stock and indebtedness of the company are given, as they cannot be separated, and any part thereof applied to any particular part of the company's property. The receipts given are those of the Pennsylvania Railroad, and not including the transportation of the company's own property, while the expenses necessarily include the entire cost of operating the line.

Date of organization: April 23, 1823.

By what authority incorporated: State of New York and recognized by the Commonwealth of Pennsylvania.

Statutes and amendments of the state of New York: April 7, 1824; November 19, 1824; April 20, 1825; March 10, 1827; May 2, 1829; February 12, 1830; April 17, 1830; April 17, 1862; November 25, 1863; May 9, 1867; May 7, 1872; June 1, 1880; April 23, 1883; May 7, 1886.

Statutes and amendments by the Commonwealth of Pennsylvania: March 13, 1823; April 1, 1825; June 2, 1825; April 5, 1826; November 24, 1828; March 23, 1830; April 11, 1848; April 30, 1852; April 7, 1858; March 12, 1859; April 11, 1861; April 18, 1861; September 20, 1866; April 13, 1868; March 24, 1870; May 12, 1871; May, 1871; April 15, 1869. Chapter VIII, 1826.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
James Roosevelt,	New York City,	Second Tuesday in May,	1896.
Robt. M. Olyphant,	New York City,	do.	do.
Wm. H. Tillinghast,	New York City,	do.	do.
Alfred Van Santvoord,	New York City,	do.	do.
James A. Roosevelt,	New York City,	do.	do.
Alexander E. Orr,	New York City,	do.	do.
Cornelius Vanderbilt,	New York City,	do.	do.
Chauncey M. Depew,	New York City,	do.	do.
Benjamin Brewster,	New York City,	do.	do.
James W. Alexander,	New York City,	do.	do.
John A. Stewart,	New York City,	do.	do.
James R. Taylor,	New York City,	do.	do.
Horace G. Young,	Albany, N. Y.,	do.	do.

Date of last meeting of stockholders for election of directors: May 14, 1895.
Postoffice address of general office: New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robert M. Olyphant,	New York City.
Vice President,	James Roosevelt,	New York City.
Second Vice President,	Horace G. Young,	Albany, N. Y.
Secretary,	F. Murray Olyphant,	New York City.
Treasurer,	Chas. A. Walker,	New York City.
Comptroller,	Chas. A. Walker,	New York City.
Auditor,	S. T. S. Henry,	New York City.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main line owned.			
Lackawanna and Susquehanna Railroad.	Nineveh, N. Y.,	Jefferson Junction, Pa.,	22.01
Valley railroad,	Carbondale, Pa.,	Scranton, Pa.,	16 77
Branches and spurs owned,	Collieries,	Main Line,	1.80
Operated under lease or trackage contract.			
Northern Coal and Iron Company	Green Ridge, Pa.,	Plymouth, Pa.,	21.98
Northern Coal and Iron Company,	Carbon street, Scranton, Pa.	Lackawanna avenue, Scranton, Pa.	.51
Jefferson Railroad,	Jefferson Junction, Pa.,	Carbondale, Pa ,	34.60
Nanticoke Railroad,	Mill Creek, Pa.,	Wilkes-Barre, Pa.,	2.40
Lehigh Valley Railroad,	Wilkes-Barre, Pa.,	South Wilkes-Barre,	1.62
Lackawanna and Bloomsburg Railroad.	Plymouth, Pa.,	Bull Run, Pa.,	.78
Gravity railroad owned,	Olyphant, Pa.,	Honesdale, Pa.,	26.31
	Honesdale, Pa.,	Olyphant, Pa.,	29.92
Total milenge operated,			158.70

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.		TOTAL.	LIABILITIES.	TOTAL.
Canal,		$6.139,210 49	Capital stock,	$35,000.000 00
Cost of road,		10,001,285 17	Bonds,	5,000.000 00
Cost of equipment,			Interest and dividends payable January 1st, 1895.	445,550 00
Real estate,		11,607.458 30	Dividends, interest and bonds unpaid.	270.604 82
Mine improvements,		2,768 713 99	Surplus,	7,223 789 47
Mine fixtures and equipment,		459,817 65		
Boats, barges and steamboats,		799.587 00		
Coal yards and fixtures,		156,001 52		
Lackawanna and Susquehanna railroad.		1,104,497 55		
Cherry Valley, Sharon and Albany railroad.		210,000 00		
New York and Canada railroad,		4,697,960 98		
Schenectady and Mechanicsville railroad.		215.761 46		
Construction leased lines,		18.707 74		
Telegraph lines,		18.707 74		
Supplies on hand,		1,324,916 05		
Shop machinery, tools, &c.,		473,839 53		
Coal on hand,		773,147 50		
Bonds,		50,470 00		
Stocks as follows:				
Albany and Susquehanna railroad, 4,500 shares.		450.000 00		
Rensselaer and Sar'a railroad, 16,000 shares.		1,600,000 00		
Rutland railroad, 40,000 shares.		1 500.000 00		
Sundry stocks,		296.551 15		
Advanced royalties on coal,		980.810 52		
Cash on hand,		1,384,867 15		
Bills and accounts receivable,	$3,133,021 93			
Less December pay rolls and vouchers payable after January 1st,	2,938,251 52			
		194,770 41		
Grand total,		$47,938,944 29	Grand total,	$47,938,944 29

IMPORTANT CHANGES DURING THE YEAR.

New Scranton depot track, Carbon street to Lackawanna street, .51 miles main; .51 miles second track.

Capital stock was increased from $30,000,000 to $35,000,000.

First mortgage bonds due in 1894 for $4,829,000, have been called in and cancelled.

CONTRACTS, AGREEMENTS, ETC.

The National Express Company has by contract the right to handle express matter on the line of the road.

Mails are carried at the rate fixed by the Postoffice Department.

Joint freight traffic agreements exists with the following named companies, the revenue being divided on the basis of mileage: New York, Lake Erie and Western Railroad Company, Pennsylvania Railroad Company, Delaware, Lackawanna and Western Railroad Company, Central Railroad Company of New Jersey, Lehigh Valley Railroad Company, New York, Susquehanna and Western Railroad Company.

Contracts giving this company trackage rights on other roads are in force with the companies named below: New York, Lake Erie and Western Railroad Company (Jefferson Branch), Central Railroad Company of New Jersey (Nanticoke Railroad), Lehigh Valley Railroad Company (through Lehigh Valley Yard at Wilkes-Barre), Delaware, Lackawanna and Western Railroad Company (Plymouth Junction to Bull Run and passenger tracks at Scranton).

A contract with the Central Railroad of New Jersey, gives that company the right to use our tracks between Mill Creek and Union Junction.

An agreement with Delaware, Lackawanna and Western Railroad Company gives that company the right to use our tracks, for coal only, between Vine street, Scranton and Green Ridge.

An agreement with the Lehigh and Wilkes-Barre Coal Company gives that company trackage rights on our road, for coal only, between South Wilkes-Barre and Plymouth Junction.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization: March 11, 1853.

By what authority incorporated: Special act of Pennsylvania, No. 123, approved March 11, 1853.

If a consolidated company, name the constituent companies: Originally the Liggits Gap Railroad, incorporated by special act of Pennsylvania, approved April 7, 1832. Name changed to Lackawanna and Western Railroad by special act of Pennsylvania, approved April 14, 1851, and consolidated under special act of Pennsylvania, approved March 11, 1853, with the Delaware and Cobbs Gap Railroad (incorporated by special act of Pennsylvania, approved April 7, 1849), under present title.

Road opened from Scranton to Great Bend, October 20, 1851, and from Scranton to Delaware River, May 27, 1856.

The following have since been consolidated with and merged into this company.

Keyser Valley Railroad (incorporated under special act of Pennsylvania, approved March 13, 1865), on December 27, 1865.

Nanticoke Coal and Iron Company (incorporated under special act of Pennsylvania, approved April 13, 1864), on August 12, 1870.

Lackawanna and Bloomsburg Railroad (incorporated under special act of Pennsylvania, approved April 15, 1852), on June 17, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John I. Blair,	Blairstown, N. J.,	One year from last election.
George Bliss,	New York city,	
Frederick W. Vanderbilt,	New York city,	
Eugene Higgins,	New York city,	
William W. Astor,	New York city,	
William Rockafeller,	New York city,	
Henry A. C Taylor,	New York city,	
J Rogers Maxwell,	New York city,	
George F Baker,	New York city,	
James Stillman,	New York city,	
Alexander T. Van Nest,	New York city,	
Frank Work,	New York city,	
Hamilton McK. Twombly,	New York city,	
Harris C. Fahnestock,	New York city,	

Date of last meeting of stockholders for election of directors: February 19, 1895.

Postoffice address of general office: 26 Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Sloan,	No. 26 Exchange Place, New York city.
Vice-President,	Eldwin R. Holden,	No. 26 Exchange Place, New York city.
Second Vice-President,	Wm. S. Sloan,	No. 26 Exchange Place, New York city.
Secretary and Auditor,	Fred. F. Chambers,	No. 26 Exchange Place, New York city.
Treasurer,	Frederick H. Gibbens,	No. 26 Exchange Place, New York city.
Assistant Treasurer,	Arthur D. Chambers,	No. 26 Exchange Place, New York city.
Chief Engineer,	James Archbald,	Scranton, Pa.
Assistant Auditor,	William C. Swift,	No. 26 Exchange Place, New York city.
General Manager,	William F. Halstead,	Scranton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line Owned.			
Northern Division,	Scranton,	Pennsylvania and New York State Line.	50.36
Southern Division,	Scranton,	Delaware River,	64.25
Western Division,	Scranton,	Susquehanna River,	80.00
Lines Operated Under Lease.			
Morris and Essex,	Hudson River,	Delaware River,	119.78
Morris and Essex Extension,	M. and E. Junction,	Patterson, N. J.,	1.91
Newark and Bloomfield,	Roseville Junction,	Montclair, N. J.,	4.24
Passaic and Delaware,	Summit Junction,	Bernardsville, N. J.,	13.99
Passaic and Delaware Extension,	Bernardsville,	Gladstone, N. J.,	7.40
Chester,	Chester Junction,	Chester, N. J.,	10.02
Warren,	Delaware River,	New Hampton Junction, N. J.	18.80
New York, Lackawanna & Western,	Binghampton,	Buffalo, N. Y.,	214.20
Greene,	Chenango Forks,	Greene, N. Y.,	8.10
Chenango and Susquehanna Valley,	Greene,	Utica, N. Y.,	97.41
Cayuga and Susquehanna,	Susquehanna River,	Ithaca, N. Y.,	34.41
Oswego and Syracuse,	Syracuse,	Oswego, N. Y.,	34.98
Valley Railroad,	Penn'a and New York State Line.	Binghampton, N. Y.,	11.64
Total mileage operated,			771.49

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$17,305,545 00	Capital stock,	$26,200,000 00
Cost of equipment,	8,404,529 82	Funded debt,	3,067,000 00
Stocks owned,	4,158,580 00	Current liabilities,	6,792,898 80
Bonds owned,	6,263,458 95	Accrued interest on funded debt not yet payable,	71,563 33
Other permanent investments,	8,058,283 23	Profit and loss,	16,792,933 81
Cash and current assets,	6,961,908 84		
Materials and supplies,	1,772,090 10		
Grand total,	$52,924,395 94	Grand total,	$52,924,395 94

IMPORTANT CHANGES DURING THE YEAR.

Increase in value stocks owned, $338,610; sale of bonds, $409,000.

CONTRACTS, AGREEMENTS, ETC.

United States Express Company: Produce Despatch.

United States Postoffice Department.

Pullman Palace Car Company.

Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Transportation Company, Northwest Despatch Fast Freight Line Company, American Refrigerator Transit Company.

Freight connections and junctional points (numbers indicate distances from Hoboken, N. J.)—Bangor and Portland—Portland, Pa., 83. Bath and Hammondsport—Bath, N. Y., 301. Bloomsburg and Sullivan—Bloomsburg, Pa., 201. Buffalo Creek—East Buffalo, N. Y., 405. Buffalo, Rochester and Pittsburgh—R., R. & P. Junction, N. Y., 265. Central Railroad of New Jersey—Hoboken, N. J. (via float); Lake Junction, N. J., 42; New Hampton, N. J., 72; Phillipsburg, N. J., 80; Port Oram, N. J., 40; Rockaway, N. J., 38; South Wilkes-Barre, Pa., 166; Taylorsville, Pa., 148. Central New York and Western—Wayland, N. Y., 327. Danville and Mt. Morris—Groveland, N. Y., 341. Delaware and Hudson Canal Company—Binghampton, N. Y., 207; Scranton, Pa., 145; Tayville, Pa., 148. Elmira Cortland and Northern—Cortland, N. Y. 250; Elmira, N. Y., 264; Wilseyville, N. Y., 242. Erie and Wyoming—Nay Aug, Pa., 139. Fall Brook—Corning, N. Y., 280. Grand Trunk—Black Rock, N. Y., 414. Lake Shore and Michigan Southern—East Buffalo, N. Y., 405. Lehigh and Hudson—Franklin, N. J., 75. Lehigh Valley—East Buffalo, N. Y., 405; Elmira, N. Y., 264; Owego, N. Y., 228; Ithaca, N. Y., 261; Phillips-

burg, N. J., 80; Pittston, Pa., 154; South Wilkes-Barre, Pa., 166; Waverly, N. Y., 246; Long Island—Hoboken, N. J. (via float). Michigan Central—Black Rock, N. Y., 414; Mount Hope New York and Putnam—Hoboken, N. J. (via float). New York, Chicago and St. Louis—East Buffalo, N. Y., 405. New York Central and Hudson River—Black Rock, N. Y., 414; Hoboken, N. J. (via float); Syracuse, N. Y., 287; Utica, N. Y., 302. New York, Lake Erie and Western—Bergen Junction, N. J., 2; Binghampton, N. Y., 207; Black Rock, N. Y., 414; East Buffalo, N. Y., 405; Elmira, N. Y., 264; Owego, N. Y., 228; Patterson, N. J., 15. New York, New Haven and Hartford—Hoboken, N. J. (via float). New York, Ontario and Western—Norwich, N. Y., 248; Scranton, Pa., 145; Utica, N. Y., 302. New York, Susquehanna and Western—Bergen Junction, N. J., 2; Delaware, N. J., 80; Franklin, N. J., 75; Gravel Place, Pa., 94. Northern Central (P. R. R.)—Elmira, N. Y., 264. Pennsylvania—Harrison, N. J., 7; Manunka Chunk, N. J., 77; Nanticoke, Pa., 169; Phillipsburg, N. J., 80; South Wilkes-Barre, Pa., 166. Pennsylvania, Poughkeepsie and Boston—Augusta, N. Y., 70; Portland, Pa., 83; Philadelphia and Erie (P. R. R.)—Northumberland, Pa., 225. Philadelphia and Reading—Rupert, Pa., 203. Rome, Watertown and Ogdensburg—Oswego, N. Y., 322. Western New York and Pennsylvania—East Buffalo, N. Y., 405; Mt. Morris, N. Y., 348. West Shore—Black Rock, N. Y., 414; Utica, N. Y., 302.

Lackawanna Transportation Company, Northern Steamship Company, Green Bay Line, Clover Leaf Line, Lake Erie Transportation Company, Union Transit Company, Western Transit Company, Union Steamboat Company, Erie and Western Transportation Company, Lehigh Valley Transportation Company, Cleveland and Buffalo Transit Company, Minneapolis, St. Paul and Buffalo Steamship Company, at Buffalo, N. Y.

Western Union Telegraph Company.

Trackage contract with Syracuse, Binghampton and New York Railroad Company.

DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: Incorporated April 14, 1890. Articles filed April 17, 1890.

By what authority incorporated: Commonwealth of Pennsylvania, general law of April 14, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Alexander B. Coxe,	Drifton, Pa.,	Second Monday in January, 1896, or as soon thereafter as their successors are elected and qualified.
Henry B. Coxe,	No. 8 West 30th St., New York,	
Eckley B. Coxe, Jr.,	Drifton, Pa.,	
S. P. Wolverton,	Sunbury, Pa.,	
Daniel Coxe,	Drifton, Pa.,	
Henry B. Coxe, Jr.,	420 Walnut street, Philadelphia,	
Alfred Walter,	143 Liberty street, New York,	

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Drifton, Luzerne county, Pennsylvania.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Alfred Walter,	143 Liberty St., N. Y.
Secretary,	Arthur McClellan,	Drifton, Pa.
Treasurer,	J. Brinton White,	Drifton, Pa.
Chief Engineer,	E. Kudlich,	Drifton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Miles of line.
The Delaware, Susquehanna and Schuylkill Railroad Company.	Drifton, Pa.,	Deringer, Pa.,	29.13
Narrow gauge,	Derlnger, Pa ,	Gowen, Pa.,	1.50
Eckley Branch,	Eckley Junction.	Eckley No. 10 Breaker.	1.00
Stockton Branch.	Stockton Junction,	Stockton Breaker,	.70
Beaver Meadow Branch,	Beaver Meadow Y,	Beaver Meadow Breaker.	2.02
Oneida Branch,	Oneida Junction,	Sheppton Breaker,	9.72
Oneida Branch, narrow gauge,	Oneida Breaker,	Onelda No. 3 Mines,	1 64
Tomhicken Branch.	Tomhicken Junction,	TomhickenBreaker,	.95
Lumber Yard Connection, North,	Stockton Junction,	Lumber Yard Connection.	.73
Lumber Yard Connection, South,	Stockton Bridge,	Lumber Yard Connection.	.62
Total mileage owned, single track (not including sidings),			
Part of Tamaqua, Hazleton and Northern Railroad.	D. S. & S. Connection at Roan.	An arbitrary point,	.41
Harwood Branch,	Harwood Junction,	Harwood Breaker and Works.	1.34
Lehigh Valley Railroad.	Long Run Junction,	Hollywood and Latimer Breakers.	8.70
Lehigh Valley Railroad.	Stockton Junction.	Perth Amboy. N. J.,	124.91
Total mileage operated,			182.64

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$1,177,125 95	Capital stock,	$1,500,000 00
Cost of equipment,	974,039 27	Funded debt.	600,000 00
Cash and current assets.	617,051 55	Current liabilities,	320,449 92
Materials and supplies,	13,650 12	Accrued interest on funded debt not yet payable,	9,000 00
		Profit and loss,	352,416 97
Grand total.	$2,781,866 89	Grand total,	$2,781,866 89

IMPORTANT CHANGES DURING THE YEAR.

Connection north and south with Lehigh Valley Railroad at lumber yard finished this year.

CONTRACTS, AGREEMENTS, ETC.

Commencing carrying United States mail from August 1, 1893, between Oneida Junction and Sheppton.

Contracts with connecting roads for exchange of business varying with distance and other circumstances, also with Lehigh Valley Railroad in reference to running coal to Tide (New York Harbor).

DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Date of organization: Certificate of organization filed November 1, 1871.
By what authority incorporated: Laws of Pennsylvania, act of April 4, 1868.
Operated by Cumberland Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy.	Chambersburg, Pa.	Tuesday, May 5, 1896.
Edw. B. Watts.	Carlisle, Pa.	do. do.
Henry McCormick, ...	Harrisburg, Pa.	do. do.
J. Herman Bosler, ...	Carlisle, Pa	do. do.
Wm. Penn Lloyd, ...	Mechanicsburg, Pa.	do. do.
Christian Bender, ...	Dillsburg, Pa	do. do.
Joseph Milleisen, ...	Mechanicsburg, Pa., ...	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1895.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Thomas B. Kennedy, ...	Chambersburg, Pa.
Secretary, ...	W. M. Biddle, ...	Chambersburg, Pa.
Treasurer, ...		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Dillsburg and Mechanicsburg Railroad Company.	Junction with C. V. R. R.	Dillsburg, Pa., .	Cumberland Valley Railroad Company.	7.70

Operated by the Cumberland Valley Railroad Company for ninety-nine years, under lease executed January 1, 1873, upon the terms that the receipts from operation shall be applied to the cost of maintaining, keeping and perpetuating the property and the equipment used thereon, and all other expenses of operation, including taxes, insurance, etc. The balance, if any, to be paid to the lessor.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$215,793 53	Capital stock, ...	$89,800 00
Cash and current assets, ...	100 00	Funded debt.	100,000 00
		Current liabilities.	19,797 23
		Profit and loss, ...	6,296 30
Grand total.	$215,893 53	Grand total.	$215,893 53

DOWNINGTOWN AND LANCASTER RAILROAD COMPANY.

Date of organization: July 30, 1888.
By what authority incorporated: General law of April 8, 1861.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry D. Welsh,	Philadelphia,	First Monday in May, 1896.
John P. Green,	Philadelphia,	do. do.
William A. Patton.	Philadelphia,	no. do.
Samuel Rea.	Philadelphia.	do. do.
N. P. Shortridge,	Wynnewood. Pa.,	do. no.
T. M. Storb,	New Holland, Pa.,	do. do.
John Keller,	Lancaster, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh.	Philadelphia.
Secretary,	Frederick W. Schwartz,	do.
Treasurer,	J. S. Vanzandt.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Downingtown and Lancaster Railroad Company.	Downingtown, Pa.	Lancaster, Pa.,	The Pennsylvania Railroad Company.	37.58

Operated by the Pennsylvania Railroad Company, under resolutions of the boards of directors of both companies. Rental, net earnings.

This arrangement from August 1, 1888, is terminable at the option of either party, on thirty days' notice.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$714,627 69	Capital stock,	$405,650 00
Profit and loss,	200,647 74	Funned debt,	300,000 00
		Current liabilities,	209,625 43
Grand total,	$915,275 43	Grand total,	$915,275 43

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD COMPANY.

Date of organization: December 31, 1872.

By what authority incorporated: Under the laws of the Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies: The Dunkirk, Allegheny Valley and Pittsburgh Railroad Company was formed by the consolidation of the Warren and Venango Railroad Company, a corporation organized under the laws of the Commonwealth of Pennsylvania, and the Dunkirk, Warren and Pittsburgh Railway Company.

The Dunkirk, Warren and Pittsburgh Railway Company was formed May 14, 1870, by the consolidation of the Dunkirk, Warren and Pittsburgh Railroad Company, a corporation organized under the laws of the State of New York, and the Conewango Valley Railroad Company, a corporation organized under the laws of the Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chauncey M Depew,	New York, N. Y.,	This board is "holding over.
Cornelius Vanderbilt,	New York, N. Y.,	
Wm. K. Vanderbilt,	New York, N. Y.,	
Frederick W. Vanderbilt,	New York, N. Y.,	
Edwin D. Worcester,	New York, N. Y.,	
Charles C. Clarke,	New York, N. Y.,	
Horace J. Hayden,	New York, N. Y.,	
Samuel F. Barger,	New York, N. Y.,	
H. Walter Webb,	New York, N. Y.,	
Dwight W. Pardee,	Brooklyn, N. Y.,	
Darwin Thayer,	Fredonia, N. Y.,	
Oscar W. Johnson,	Fredonia, N. Y.,	
Rasselas Brown,	Warren, Pa.,	

Date of last meeting of stockholders for election of directors: April 15, 1891.

Postoffice address of general office: Grand Central Station, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chauncey M. Depew,	Grand Central Station, N. Y.
Vice President,	H. Walter Webb,	Grand Central Station, N. Y.
Secretary,	Dwight W. Pardee,	Grand Central Station, N. Y.
Treasurer,	Edward V. W. Rossiter,	Grand Central Station, N. Y.
Comptroller,	John Carstensen,	Grand Central Station, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Dunkirk, Allegheny Valley and Pittsburgh.	Dunkirk, N. Y.,	Titusville, Pa.,	90.6

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Dunkirk, Allegheny Valley and Pittsburgh Railroad was leased to the New York Central and Hudson River Railroad Company, January 3, 1873, for the term of five hundred and one years from December 1, 1872.

The consideration of the lease is the payment of seven per cent. annually on mortgage bonds not exceeding $3,200,000.00 and one and one-half per cent. dividend annually on 13,000 shares of stock.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$4,278,531 67	Capital stock,	$1,300,000 00
Cost of equipment,	262,725 00	Funded debt,	2,900,000 00
Cash and current assets,	32,172 90	Current liabilities,	326,402 21
Materials and supplies,	12,996 06	Profit and loss,	60,023 42
Grand total,	$4,586,425 63	Grand total,	$4,586,425 63

CONTRACTS, AGREEMENTS, ETC.

American Express Company: Railroad company receives one and one-half first class rates and special rates according to distance and nature of traffic.

Postoffice Department pays on basis of average daily weight carried.

Red Line Transit Company, Merchants' Despatch Transportation Company, Nickel Plate Line. Railroad company receives a percentage of through rate.

Various companies for joint business freight and passenger.

Western Union Telegraph Company: Railroad company's messages sent free. Railroad company furnishes operators and repairs.

EAGLESMERE RAILROAD COMPANY.

Under laws of what government or state organized: General law of 1868 and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. R. Y. Ryan,	Williamsport, Pa.,	On election of successor.
C. LaRue Munson,	Williamsport, Pa.,	
Wm Emery,	Williamsport, Pa.,	
H. N. Davis,	Philadelphia,	
W. L. Welch,	Philadelphia,	
Thomas B Reeves,	Philadelphia,	
E. L. Schaeffer,	Philadelphia,	
L. H. Woddrop,	Philadelphia,	
C. W. Woddrop,	Hughesville, Pa.,	
B. Harvey Welch,	Hughesville, Pa ,	

Date of last meeting of stockholders for election of directors: Second Monday of January, 1895.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating office: Hughesville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. W. Woodrop,	Hughesville, Pa.
Vice President,	J. R. Y. Ryan,	Williamsport, Pa.
Secretary, Treasurer,	B. Harvey Welsh,	Hughesville, Pa.
General Solicitor,	S. P. Wolverton,	Sunbury, Pa.
Attorney or General Counsel,	W. E. Crawford,	Hughesville, Pa.
Auditor,	E. R. Kress,	Hughesville, Pa.
General Manager,	B. Harvey Welch,	Hughesville, Pa.
Chief Engineer,	W. C. Mason,	La Porte, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Eagle's Mere Railroad Company,	Sonestown, Pa.,	Eagle's Mere, Pa.,	7.90

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: July 3, 1871.

By what authority incorporated: April 16, 1856, P. L., 1857, p. 780; charter, May 14, 1857, P. L., 1857, p. 505; April 20, 1864, P. L., 1857, p. 712; May 24, 1871, P. L., 1857, p. 1087; March 7, 1872, P. L., 1873 p. 1011; March 23, 1872,, P. L., 1873, p. 1032; April 30, 1873, P. L., 1873, p. 498.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Wm A. Ingham,	Philadelphia,	January, 1896.
Edward Roberts, Jr.,	Philadelphia,	do.
Percival Roberts,	Philadelphia,	do.
Edward R. Wood,	Philadelphia,	do.
G. Theo. Roberts,	Philadelphia,	do.
John Markle,	Jeddo, Pa.,	do.
Calvin Pardee,	Philadelphia,	do.
Herbert M. Howe, M. D.,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 320 Walnut street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	William A. Ingham,	Philadelphia.
Vice President,	Edward Roberts, Jr.,	Philadelphia.
Secretary, Treasurer,	J. E. Haverstick,	Philadelphia.
Chief Engineer,	H. N. Sims,	Rockhill Fur., Pa.
Auditor,	Edward Roberts, III,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
Owned.			
East Broad Top Railroad,	Mount Union, Pa.,	Woodvale Park, Pa.,	31.10
Leased.			
Shade Gap Railroad,	Rockhill, Pa.,	Nancy, Pa.,	11.16
Booher branch,	Junction, Pa.,	Booher mine,	2.36
Total mileage,			44.62

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$943,943 00	Capital stock,	$815,589 43
Cost of equipment,	190,928 80	Funded debt,	542,888 88
Stocks owned,	90,584 76	Current liabilities,	47,159 27
Bonds owned,	1,000 00		
Materials and supplies,	2,119 55		
Profit and loss,	177,061 67		
Grand total,	$1,405,637 58	Grand total,	$1,405,637 58

CONTRACTS, AGREEMENTS, ETC.

Do our own express business.

Amount paid by United States Government, $1,842.12.

Operate the Rockhill Telegraph Company and maintain the line for the receipts.

EAST MAHANOY RAILROAD COMPANY.

Date of organization: March 9, 1856.

By what authority incorporated: Pennsylvania, act of April 21, 1854; April 21, 1858; April 11, 1859; February 2, 1866, and supplements.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Theodore Voorhees,	Philadelphia,	Second Monday in January, 1896.
D. Jones,	Philadelphia,	do. do.
John Lober Welsh,	Philadelphia,	do. do.
A. J. Antello,	Philadelphia,	do. do.
Thomas McKean,	Philadelphia,	do. do.
James Boyd,	Norristown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATAD.	Miles of line.
	From—	To—		
East Mahanoy Railroad,	East Mahanoy Junction.	Waste House Run, Pa.	Philadelphia and Reading Railroad.	14.10

Leased to the Little Schuylkill Navigation Railroad and Coal Company, January 12, 1863, for 99 years. Sub-leased to the Philadelphia and Reading Railroad Company, July 7, 1868, for the balance of term.

Lessee pays all expenses of operation and to this company as rental a sum equal to 6 per cent. on the capital stock, and an additional sum not exceeding $2,000 per annum for State taxes and sundry expenses.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$497,722 68	Capital stock,	$497,750 00
Cash and current assets,	19,875 79	Current liabilities,	19,918 47
Grand total,	$517,668 47	Grand total,	$517,668 47

EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 21, 1857.
By what authority incorporated: Pennsylvania, act of March 9, 1856, and supplements.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. J. Antelo,	Philadelphia,	Second Monday in January,	1896.
Thomas Hart, Jr.,	Philadelphia,	do.	do.
Henry S Eckert,	Philadelphia,	do	do.
James Boyd,	Norristown, Pa.,	do.	do.
J. F. Sinott,	Philadelphia,	do.	do.
B. Borie,	Phila elphia,	do.	do.
C. G. Hancock,	Philadelphia,	do.	do.
Geo. D. Stitzel,	Reading, Pa ,	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Reading Terminal.
Postoffice address of operating company: Philadelphia, Pa.

6-8-95

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris.	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
East Pennsylvania Railroad.	Reading, Pa.,	Allentown, Pa.,	Philadelphia and Reading Railroad.	36

Leased to the Philadelphia and Reading Railroad Company, May 19, 1869, for 999 years.
Lessee pays dividend of six per cent. per annum on capital stock and interest on mortgage bonds and taxes.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,905,586 01	Capital stock,	$1,730,450 00
Sundries,	481,540 82	Funded debt,	495,000 00
		Current liabilities,	45 89
		Profit and loss,	161,630 94
Grand total,	$2,387,126 83	Grand total,	$2,387,126 83

EASTON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 28, 1889.
By what authority incorporated: General laws, act of April 4, 1868 and supplements.
Operated by Bangor and Portland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia,	January 7, 1896.
Robt. H. Sayre,	South Bethlehem,	do.
Henry S. Drinker,	Philadelphia,	do.
Warren A. Wilbur,	South Bethlehem,	do.
Rollin H. Wilbur,	South Bethlehem,	do.
Frank Reeder,	Easton,	do.
S. S. Messinger,	Tatamy,	do.
A. N. Cleaver,	South Bethlehem,	do.
Fred. Green,	Easton,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Philadelphia, Pa.
Postoffice address of operating company: Bangor, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur,	S. Bethlehem, Pa.
Vice President,	Chas. Hartshorne,	Philadelphia.
Secretary,	David G. Baird,	Philadelphia.
Treasurer,		
Comptroller,	Isaac McQuilkin,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Easton and Northern,	Easton, Pa.,	Belfast, Pa.,	Bangor and Portland Railroad.	8.04

The Easton and Northern Railroad Company leased to the Bangor and Portland Railroad Company for five years from August 1, 1893. The latter company agreeing to pay 30 per cent. of gross receipts and all taxes, charges, etc.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$279,599 50	Capital stock,	$200,000 00
Cash and current assets,	6,806 99	Current liabilities,	79,602 16
		Profit and loss,	6,804 33
Grand total,	$286,406 49	Grand total,	$286,406 49

EBENSBURG AND BLACK LICK RAILROAD COMPANY.

Date of organization: January 18, 1893.
Under laws of what government or state organized: General law, April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	Second Monday in January.
Enoch Lewis,	Philadelphia,	do. do.
Wm. A. Patton,	Philadelphia,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
George Wood,	Philadelphia,	do. do.
N. P. Shortridge,	Wynnewood,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Tabor Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Ebensburg and Black Lick Railroad.	Ebensburg, Pa.,	Vintondale, Pa.,	Pennsylvania Railroad Company.	12.80
Branch,				1.75
Total mileage,				14.55

Operated by the Pennsylvania Railroad Company, under resolutions of the board of directors of both companies, adopted respectively, November 27 and December 12, 1894.

This arrangement is terminable on 30 days' notice from either company. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$344,790 34	Capital stock,	$350,000 00
Cash and current assets,	102,352 26	Funded debt,	100,000 00
Profit and loss,	5,535 01	Current liabilities,	2,677 61
Grand total,	$452,677 61	Grand total,	$452,677 61

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization: April 17, 1860.

By what authority incorporated: State of Pennsylvania, special act March 12, 1860; State of New York, June 1, 1860.

Originally the Williamsport and Elmira Railroad Company, under special acts of the Commonwealth of Pennsylvania, June 9, 1832, April 15, 1835, June 20, 1839, April 14, 1843, March 26, 1846, April 5, 1849, April 30, 1850 and by the State of New York, April 9, 1850.

Foreclosed and reorganized April 17, 1860, under the name of the Elmira and Williamsport Railroad Company, under special act of the Commonwealth of Pennsylvania, March 12, 1860.

Operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Read Fisher,	Philadelphia,	First Monday in May, 1896.
Lewis P. Geiger,	Philadelphia,	do. do.
William D. Neilson,	Philadelphia,	do. do.
Henry A. Fonda,	Milton, Pa.,	do. do.
Murray Gorgas,	Philadelphia,	do. do.
Conrad Diehl,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: 215 South Fifth street, Philadelphia, Pa.

Postoffice address of operating company: The Northern Central Railway Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas Neilson,	215 South Fifth St., Philadelphia
Secretary, Treasurer,	Lewis P. Geiger,	409 Chestnut street, Philadelphia

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Elmira and Williamsport,	Williamsport, Pa,	Elmira, N. Y.,	The Northern Central Railway Company.	75.50

The Elmira and Williamsport Railroad is leased for 999 years from May 1, 1863, to the Northern Central Railway Company, under contract dated April 15, 1863.

The terms of the lease provide for the payment of the interest on the funded debt of the Elmira and Williamsport Railroad Company, an annual dividend of 7 per cent. on its preferred stock; 5 per cent. on its common stock, less taxes, and $3,000 per annum for organization expenses.

All improvements, betterments, etc., to be made by the lessee at their own expense.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,218,000 00	Capital stock,	$1,000,000 00
Cost of equipment,	352,000 00	Funded debt,	1,570,000 00
Stocks owned,	3,309 39	Current liabilities,	30,095 00
Cash and current assets,	38,490 58	Accrued interest on funded debt not yet payable,	7,125 00
		Profit and loss,	4,579 97
Grand total,	$2,611,799 97	Grand total,	$2,611,799 97

ELWOOD CONNECTING RAILROAD COMPANY.

Date of organization: April 11, 1892.

By what authority incorporated: State of Pennsylvania, April 4, 1868, and all acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. G Robinson,	Pittsburg,	January 28, 1896.
Jas. M. Bailey,	Pittsburg,	do.
H. A. Bishop,	Cleveland, O.,	do.
W. E. Reis,	New Castle, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 22, 1895.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Reed,	Pittsburgh. Pa.
Secretary, Treasurer,	Jno. G. Robinson,	do.
Chief Engineer,	F. E. House,	do.
Auditor,	C. H. Bronson,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Ellwood Connecting Railroad,	West Ellwood Junction,	Beaver and Ellwood Railroad.	.68

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$63,443 48	Capital stock,	$50.000 00
		Current habilities,	11,107 52
		Profit and loss,	2,335 96
Grand total,	$63,443 48	Grand total,	$63,443 48

ELWOOD SHORT LINE RAILROAD COMPANY.

Date of organization: April 25, 1890.
By what authority incorporated: Act of April 4, 1868 and supplements thereto.
Operated by the Pittsburgh and Western Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. W. Hartman,	Ellwood City, Pa.,	January 14, 1896
Merritt Greene,	Edgeworth, Pa	do.
Samuel A Roelofs,	Ellwood City, Pa.,	do.
George T. Oliver,	Pittsburgh	do.
William Jenkins,	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.
Postoffice address of general office: Ellwood City, Pa.
Postoffice address of operating company: The Pittsburgh and Western Railway Company, Allegheny, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	C. H. McKee,	Pittsburgh.
President,	H. W. Hartman,	Ellwood City, Pa.
Secretary,	Samuel A. Roelofs,	Ellwood City, Pa.
Treasurer,		
Chief Engineer,	Edward Wolford,	Ellwood City, Pa.
General Solicitor, Attorney or Counsel,	Lyon, McKee and Sanderson,	Pittsburgh
Auditor,	Samuel A. Roelofs,	Ellwood City, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Ellwood Short Line Railroad Company.	North Sewickley, Pa.	Rock Point, Pa.,	Pittsburgh and Western Railway Company.	3.2

Leased to the Pittsburgh and Western Railway Company for a term of 30 years from August 1, 1891.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$716,839 66	Capital stock,	$300,000 00
Cash and current assets,	572 60	Funded debt,	300,000 00
		Current liabilities,	104,897 24
		Profit and loss,	12,515 02
Grand total,	$717,412 26	Grand total,	$717,412 26

EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.
By what authority incorporated: Act of 1868 and supplement of 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Henry Ancher,	Emporium, Pa.,	Third Tuesday in January,	1896.
Joseph Kave,	do.	do.	do.
Josiah Howard,	do.	do.	do.
B. W. Green,	do.	do.	do.
George A Walker,	do.	do.	do.
J. D. Logan,	do.	do.	do.
W. H. Howard,	do.	do,	do.

Date of last meeting of stockholders for election of directors: January 16, 1895.
Postoffice address of general office: Emporium, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Henry Aucker,	Emporium, Pa.
Vice President.	George A. Walker,	Emporium, Pa.
Secretary.	J. W. Kaye,	Emporium, Pa.
Treasurer.	H. A. Cox,	Emporium, Pa.
Chief Engineer,	E. H. Welsh.	Lock Haven, Pa.
General Solicitor, Attorney or Counsel,	B. W. Green.	Emporium, Pa.
Auditor,	Josiah Howard,	Emporium, Pa.
General Manager,	Joseph Kaye,	Emporium, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
The Emporium and Rich Valley Railroad Company.	Emporium, Pa.	Robinson Run, Pa.,	14.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of roads,	$93,178 61	Capital stock,	$85,000 00
Cost of equipment,	24,546 05	Current liabilties,	18,729 43
Cash and current assets,	238 22	Profit and loss,	14,233 25
d total,	$117,962 88	Grand total,	$117,962 68

ENGELSIDE RAILROAD COMPANY.

Date of organization: Articles of association filed September 22, 1892.
By what authority incorporated: Act approved April 4, 1868 and supplements thereto.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert S. Beatty,	Philadelphia,	January 6, 1896.
C. William Bergner,	Philadelphia,	do.
Wm. A. Patton,	Radnor, Delaware county, Pa.,	do.
John M. Harding,	Philadelphia,	do.
John B. Stauffer,	Philadelphia,	do.
William J. Latta,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 7, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Pennsylvania Railroad Company, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea.	Philadelphia.
Secretary, } Treasurer, }	F. W. Schwarz,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Engelside railroad,	A connection with the Connecting Railway near Thirty-second and Jefferson streets and southward along Thirty-second street.	A point on Thirty-second street, about 160 feet north of north side of Thompson street.	Pennsylvania Company.*	.17

*Operating by the Pennsylvania Railroad Company as a siding.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$12,306 25	Capital stock,	$30,000 00
Cash and current assets,	17,526 33		
Profit and loss,	167 42		
Grand total,	$30,000 00	Grand total,	$30,000 00

ERIE AND PITTSBURGH RAILROAD COMPANY.

Date of organization: June 28, 1858.

By what authority incorporated: Special act of Legislature of Pennsylvania, passed April 1, 1858. Supplementary acts of Legislature of Pennsylvania, passed April 28, 1858.

Operated by Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles H. Stone,	Erie, Pa.,	Second Monday in January, 1896.
Joseph McCarter,	Erie, Pa.,	do. do.
Matthew H. Taylor,	Erie, Pa.,	do. do.
Charles S. Fairchild,	New York, N. Y.,	do. do.
George B. Roberts,	Philadelphia,	do. do.
James McCrea,	Pittsburgh,	do. do.
William Brewster,	Erie, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Erie, Pa.

Postoffice address of operating company: Pennsylvania Company, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles H. Strong,	Erie, Pa.
Vice President,	Joseph McCarter,	do.
Treasurer, Secretary,	William Brewster,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Erie and Pittsburgh railroad.	Girard, Pa.,	New Castle, Pa.,	Pennsylvania Company,	81
Erie and Pittsburgh railroad.	Dock Junction,	Harbor of Erie,	Pennsylvania Company,	3 47
Total mileage,				84.47

Leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years (999), from March 1, 1870. The lease was assigned by said Pennsylvania Railroad Company to the Pennsylvania Company, by which latter company, the Erie and Pittsburgh Railroad is operated.

Terms of Lease.—Rental: Seven percentum per annum on the capital stock of the company; the annual interest on the bonded indebtedness of the company; all taxes and the sum of twenty-five hundred dollars ($2,500), per annum towards the expenses of maintenance of the organization of the company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$3,200,280 66	Capital stock,	$1,998,400 00
Cost of equipment,	1,895,725 18	Funded debt,	3,395,200 00
Stocks owned,	11,860 88	Current liabilities,	13,460 51
Cash and current assets,	15,848 85		
Costs,	235 85		
Erie Ex. canal,	155,000 00		
Betterment account,	111,313 96		
Profit and loss,	16,795 13		
Grand total,	$5,407,060 51	Grand total,	$5,407,060 51

ERIE AND PITTSBURGH RAILROAD COMPANY—PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From -	To—	
Erie and Pittsburg Railroad, ...	New Castle, Pa., ...	Girard Junction, Pa., . .	81.00
Dock branch at Erie, Pa., ...	Junction with main line,	State street, Erie, Pa.,	3.47
*Lake Shore and Michigan Southern Railway.	Girard Junction, Pa , .	Erie, Pa., ...	16.74
Total mileage operated, ...	. . . . .	. . . . .	101.2

*Used jointly under trackage rights.

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 47½ per cent. of its gross receipts from general traffic and 60 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried, for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of the Union Line cars.

Other railroad companies: Rentals are received and paid under contracts with other companies.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges and also receives a proportion of receipts and pays a proportion of the expenses of the telegraph line, located on the line of Erie and Pittsburgh Railroad.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted.

The Traveler's Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: Novemher 6, 1882.

By what authority incorporated: Act of General Assembly of Pennsylvania, approved 8th June, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. B. Smith,	Dunmore, Pa.	Next annual meeting, June, 1896.
W. S. V. Thorne,	New York, N. Y.,	do. do.
A. H. McClintock,	Wilkes-Barre, Pa.,	do. do.
George H. Catlin,	Scranton, Pa.,	do. do.
Samuel Hines,	Scranton, Pa.,	do. do.
E. B. Thomas,	New York city,	do. do.
Jno. G. McCullough,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: June 11, 1895.

Postoffice address of general office: Dunmore, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Smith,	Dunmore, Pa.
Vice President,	W. S. V. Thorne,	New York, N. Y.
Secre'ary,	M. B. Mead,	New York, N. Y.
Treasurer,	Henry Beyea,	Dunmore, Pa.
Auditor,	William Gilmore,	Dunmore, Pa.
Chief Engineer.	A. D. Blackinton,	Dunmore, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Miles of line for each road named.
A.			
Erie and Wyoming Valley Railroad,	Hawley, Pa.,	Port Blanchard, Pa.,	48.28
B.			
Hawley Washery branch,	Hawley.	Washery.	.83
Lake Ariel branch,	Lake Junction,	Lake Ariel.	2.53
Lake Henry branch,	Maplewood,	Lake Henry,	.41
Nay Aug branch.	Nay Aug Junction.	Del. Lack. & West. RR.	.36
Jessup branch,	Jessup Junction,	Jessup.	6.91
Scranton branch,	East Junction.	Scranton,	3.70
Scranton branch.	West Junction,	N. O. C. Junction,	.60
Brownsville branch,	Main line,	Brownsville breaker,	1.08
Brookside Washery branch,	Brownsville breaker.	Brookside washery,	1.26
Old Forge branch,	Avoca.	Old Forge breaker,	1.05
Delaware and Hudson Branch.	Old Forge branch,	Del. & Hudson yard,	.18
L. and B Junction branch,	Avoca,	Wyoming Junction,	1.61
Barnum breaker branch.	Wyoming Junction,	Barnum breaker,	.73
Avoca Coal Company branch,	Avoca.	Avoca Coal Company's breaker.	.76
No. 10 breaker branch,	Hughestown.	No 10 breaker,	.93
Banner Washery branch,	No. 10 breaker branch,	Banner washery,	.30
Lehigh Valley railroad cut-off branch,	Broad street,	Lehigh Valley Railroad.	.66
No. 6 breaker branch,	No. 7 Junction,	No. 6 breaker,	1.14
Pittston branch,	No. 7 Junction,	Pittston.	1.08
Hoyt branch,	Main line.	Hoyt shaft,	.76
No 14 breaker branch,	Port Blanchard,	No. 14 breaker,	.86
Nay Aug breaker branch,	Scranton branch,	Nay Aug breaker,	.42
Anthony Washery branch,	Dunmore yard.	Anthony washery,	.34
No. 5 breaker branch,	Scranton branch,	No. 5 breaker,	.30
Stove works branch,	Scranton branch,	Stove works,	.32
Green Ridge breaker branch,	Scranton branch,	Green Ridge breaker,	.35
No. 1 breaker branch,	Jessup branch.	No. 1 breaker,	.47
Total mileage operated,			78.22

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$5,319,700 07	Capital stock	$1,500,000 00
Cost of equipment	114,475 60	Funded debt	3,000,000 00
Cash and current assets	82,302 63	Current liabilities	336,659 29
		Profit and loss	379,819 01
Grand total	$5,516,478 30	Grand total	5,516,478 30

FAIRMOUNT, MORGANTOWN AND PITTSBURGH RAILROAD COMPANY.

Date of organization: August 10, 1893.

If a consolidated company, name the constituent companies: State Line Railroad Company. Organized April 11, 1884. State of Pennsylvania, acts April 4, 1868, June 8, 1874.

Fairmount, Morgantown and Pittsburgh Railroad Company, organized December 10, 1883, State of West Virginia, consolidated August 10, 1893.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John V. Patton	Pittsburgh	Third Monday in October, 1895.
David W. VanEman	Pittsburgh	do. do.
Robt Wardrop	Pittsburgh	do. do.
Jno. W. Mason	Fairmont, W. Va.	do. do.
Wm. A. Hanway	Baltimore, Md.	do. do.
Wm. Reed	Baltimore, Md.	do. do.
A. Fairchild	Morgantown W. Va	do. do.
Henry C. Huston	Connellsville, Pa.	do. do.
Wm. Hunt	Uniontown, Pa.	do. do.

Date of last meeting of stockholders for election of directors: October 16, 1894.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thos. M. King	Philadelphia.
Secretary, Treasurer	J. B. Washington	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.
Fairmount, Morgantown and Pittsburgh Railroad Company.	Uniontown, Pa.,	F. M. & P. Junction. W. Va.	Baltimore and Ohio Railroad Company.	56.60
Redstone Branch	Redstone Junction Pa.	Redstone, Pa.,	Baltimore and Ohio Railroad Company.	1
Total mileage				57.60

Operated by Baltimore and Ohio Railroad Company, by reason of ownership of a majority of the capital stock.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,414,585 10	Capital stock,	$3,000,000 00
Profit and loss,	3,908,796 15	Funded debt,	3,000,000 00
		Current liabilities,	323,381 25
Grand total,	$6,323,381 25	Grand total,	$6,323,381 25

FALL BROOK RAILWAY COMPANY.

Date of organization: July 1, 1892. Succeeding Corning, Cowanesque and Antrim Railway Company.

By what authority incorporated: Corning, Cowanesque and Antrim Railway Company, laws of New York, 1869, Chapter 917. Laws of Pennsylvania, approved May 16, 1861.

Name changed to Fall Brook Railway Company, July 1, 1892, by order of Hon. Walter Lloyd Smith, Justice Supreme Court, special term, June 12, 1892, at Watkins, Schuyler county, New York. By order Hon. John I. Mitchell, president judge, court of common pleas of Tioga county, Pennsylvania, April term, 1892, No. 151.

If a consolidated company, name the constituent companies: Blossburg and Corning Railroad Company. Wellsboro' and Lawrenceville Railroad Company. Cowanesque Valley Railroad Company. Purchased and consolidated into Corning, Cowanesque and Antrim Railway Company, January 2, 1873.

Blossburg and Corning Railroad Company, under Chapter 191, laws of New York, 1826, Tioga Coal, Iron, Mining and Manufacturing Company, was incorporated with power to construct slack-water navigation; amend by Chapter 81, laws 1833, authorizing that company to construct a railroad and Chapter 90, laws of 1851, name of company changed to Corning and Blossburg Railroad Company. Afterward sold sheriff sale and reorganized, March 19, 1854, under general railroad laws of New York, passed April 2, 1850, under name of Blossburg and Corning Railroad Company. Wholly in State of New York.

Wellsboro' and Lawrenceville Railroad Company, organized by act of Legislature of Pennsylvania, approved April 4, 1867, supplement to the same, approved March 20, 1868; further supplement approved May 10, 1871. Wholly in Pennsylvania.

Cowanesque Valley Railroad Company, organized by act of Legislature of Pennsylvania approved April 9, 1869, supplement thereto, approved March 29, 1871. Wholly in State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. J. Magee,	Watkins, N. Y.,	November 13, 1895.
John Lang,	Watkins, N. Y.,	do.
Daniel Beach	Watkins, N. Y.,	do.
Henry Sherwood,	Wellsboro, Pa.,	do.
John Magee,	Watkins, N. Y.,	do.
Duncan S. Ellsworth,	Watkins, N. Y.,	do.
Jefferson Harrison.	Wellsboro, Pa ,	do.

Date of last meeting of stockholders for election of directors: November 14, 1894.

Postoffice address of general office: Watkins, N. Y.

Postoffice address of operating company: Corning, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Geo. J. Magee,	Corning, N. Y.
First Vice President.	John Lang,	do.
Second Vice President and General Counsel.	Daniel Beach,	do.
Secretary and Assistant to President.	John Magee,	do.
Treasurer,	Jno H. Lang,	do.
Engineer,	S. Z. Hayt, Jr.,	do.
Auditor,	W. Nicholson,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Fall Brook railway,	Corning, N. Y.,	Antrim, Pa.,	53 00
Cowanesque branch,	Lawrenceville, Pa.,	Ulysses, Pa.,	40.50
Fall Brook branch,	Blossburg, Pa.,	Fall Brook, Pa	7 20
Total mileage operated,			100 70

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,800 351 32	Capital stock,	$5,000,000 00
Cost of equipment,	2,175,715 66	Funded debt,	350,000 00
Cash and current assets,	782,583 53	Current liabilities,	183,196 09
Materials and supplies,	170,015 53	Accrued interest on funded debt not yet payable,	3,500 00
Sundries,	8,755 62	Profit and loss,	400 725 57
Grand total,	$5,937,421 66	Grand total,	$5,937,421 66

FALLS CREEK RAILROAD COMPANY.

Date of organization: July 11, 1889.
By what authority incorporated: General laws and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A Bell.	Buffalo, N. Y.,	July 26, 1896.
G. H Lewis,	Buffalo, N. Y.,	do.
J. E Morris,	DuBois, Pa.,	do.
John Reed,	Dubois, Pa.,	do.
E. J. Lofts,	Reynoldsville, Pa ,	do.
F. Morrison,	Sharon, Pa	do.

Date of last meeting of stockholders for election of directors: July 26, 1893.
Postoffice address of general office: Falls Creek, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. B. Elliott,	Reynoldsville, Pa.
Vice President,	F. A. Bell,	Buffalo, N. Y.
Secretary and Treasurer,	Charles Clifton,	Buffalo, N. Y.
Auditor,	R. W. Macpherson,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Falls Creek railroad,	Falls Creek, Pa.,	London Mines, Pa.,	8

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$28,285 46	Capital stock,	$30,000 70
Cash and current assets,	3,738 47	Current liabilities,	1,944 00
		Profit and loss,	79 86
Grand total,	$32,023 93	Grand total,	$32,023 93

CONTRACTS, AGREEMENTS, ETC.

Freight transportation arrangement with Reynoldsville and Falls Creek Railroad.

FAYETTE COUNTY RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
E. B. Dawson,	Uniontown, Pa.	J. V. Thompson.	Uniontown, Pa.
Dr. F. C. Robinson,	Uniontown, Pa.	W. L. Robinson,	Uniontown, Pa.
John K. Ewing,	Uniontown, Pa.	Jacob M. Beeson.	Hopwood, Pa.
Nathaniel Ewing,	Uniontown, Pa.		

Date of last meeting of stockholders for election of directors: May 5, 1879.

Postoffice address of general office: Uniontown, Pa.

Postoffice address of operating company: Baltimore and Ohio Railroad Company, Baltimore, Maryland.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Dawson,	Uniontown, Pa.
Secretary, Treasurer,	J. V. Thompson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Fayette County Railroad Company.	Uniontown,	Connellsville,	Pittsburgh and Connellsville Railroad Company by Baltimore and Ohio Railroad Company.	12

The Fayette County Railroad Company is leased to the Pittsburgh and Connellsville Railroad Company (now Baltimore and Ohio Railroad Company), for 99 years from November 1, 1864, and all questions not answered by us are supposed to fall to it.

GETTYSBURG AND HARRISBURG RAILROAD COMPANY.

Date of organization: July 16, 1891.

By what authority incorporated: Pennsylvania, April 4, 1868.

If a consolidated company, name the constituent companies: Consolidation of Gettysburg and Harrisburg Railroad Company. Chartered in October, 1883, and the South Mountain Railway and Mining Company, organized in 1869 as the South Mountain Iron and Railroad Company. The latter was sold under a foreclosure, June 14, 1877 and re-organized in August, 1877, as the South Mountain Railway and Mining Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Howard T. Naisby,	Philadelphia,	Second Monday in January,	1896.
Richard Tall,	do.	do.	do.
C. K. Klink,	do.	do.	do.
Roswell Weston,	do.	do.	do.
J. H. Loomis,	do.	do.	do.
J. M. Landis,	do.	do.	do.

Date of last meeting of stockholders for election of direcors: January 14, 1895.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

7-8-95

OFFICERS.

TITLE.	NAME.	TITLE.	NAME.
President,	Joseph S. Harris.	Treasurer,	W. A. Church.
Secretary,	W. R. Taylor,	Comptroller,	D. Jones.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Gettysburg and Harrisburg Railway Company.	Carlisle, Pa.,	Gettysburg, Pa.,	31.60
	Gettysburg, Pa.,	Round Top, Pa.,	3.00
Total mileage operated,			34.60

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,118,284 59	Capital stock,	$600,000 00
Cost of equipment,	95,302 93	Funded debt,	567,000 00
Cash and current assets,	561 41	Current liabilities,	149,341 26
Materials and supplies,	111 93	Accrued interest on funded debt not yet payable.	2,687 55
Profit and loss,	104,767 95		
Grand total,	$1,319,028 81	Grand total,	$1,319,028 81

CONTRACTS, AGREEMENTS, ETC.

United States Mail: Rate per mile.

HANOVER AND NEWPORT RAILROAD COMPANY.

Date of organization: March 14, 1894.

Under laws of what government or state organized: General law of Pennsylvania, act of April 4, 1868 and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. F. Halsted,	Scranton, Pa.,	Next election.
Jas. Archbald,	Scranton, Pa.,	
M. C. Corbett,	Scranton, Pa.,	
C. W. Fowles,	Scranton, Pa.,	
W. H. Storrs,	Scranton, Pa.,	
C. C. Rose,	Scranton, Pa.,	
J. F. Snyder,	Scranton, Pa.,	
Samuel Sloan,	New York City,	
E. R. Holden,	New York City,	
W. S. Sloan,	New York City,	
F. H. Gibbens,	New York City,	
Samuel Sloan, Jr.,	New York City,	
A. D. Chambers,	New York City,	

Date of last meeting of stockholders for election of directors: Organization.

Postoffice address of general office: Scranton, Pa.

Postoffice address of operating office: Scranton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. F. Halsted,	Scranton, Pa.
Secretary,	Fred F. Chambers,	26 Exchange Place, New York City.
Treasurer,	A. D. Chambers,	26 Exchange Place, New York City.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Hanover and Newport Railroad Company.	Near Plymouth Station.	North of Newport Center.	3.41
Branch "Auchindoss,"	Main Line,	Near Archindoss Breaker.	.63
Branch "Warrior Run,"	Durdee Shaft on Main Line.	Hanover Station on C. R. R. of New Jersey.	2.71
Total mileage,			6.81

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$385,976 96	Capital stock,	$50,000 00
Cash and current assets,	50,000 00	Current liabilities,	384,099 80
		Profit and loss,	1,877 10
Grand total,	$435,976 96	Grand total,	$435,976 96

IMPORTANT CHANGES DURING THE YEAR.

This road is completed to two collieries in course of construction by the Delaware, Lackawanna and Western Railroad Company. Its only earnings are from the use of its tracks by the Delaware, Lackawanna and Western Railroad Company, in transporting material for construction of said collieries.

HANOVER AND YORK RAILROAD COMPANY.

Date of organization: July 9, 1873.

By what authority incorporated: Special act, April 21, 1873.

If a consolidated company, name the constituent companies: Littlestown Railroad Company, incorporated June 10, 1864. Consolidated with Hanover and York Railroad Company, December 31, 1892.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	Third Wednesday in February, '96.
Wm. A. Patton,	Philadelphia,	do. do.
Geo. D. Klinefelter,	Hanover, Pa.,	do. do.
Geo. P. Smyser,	York, Pa.,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: February 20, 1895.
Postoffice address of general office: General office, Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Tabor Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Hanover and York Railroad.	aryland State Line.	York, Pa , . . .	Pennsylvania Railroad Company.	27.65

Operated by the Pennsylvania Railroad Company, under resolutions of the board of directors, adopted January 3, 1893. Rental, net earnings.
This arrangement is terminable at the option of either party on 30 days' notice.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$532,276 48	Capital stock,	$325,000 00
Lands owned,	85 00	Debenture certificate,	150,000 00
		Current liabilities,	3,400 05
		Profit and loss,	53,961 43
Grand total,	$532,361 48	Grand total,	$532,361 48

IMPORTANT CHANGES DURING THE YEAR.

First mortgage bonds matured January 1, 1895, and were redeemed, $150,000.

HARRISBURG PORTSMOUTH, MT. JOY AND LANCASTER RAILROAD COMPANY.

Date of organization: Chartered June 9, 1832. Special act June 9, 1832. Acts of February 18, 1834; March 11, 1835; March 17, 1836; March 31, 1837; March 17, 1838; June 27, 1839; May 7, 1841; March 17, 1845; March 16, 1848; April 7, 1848; January 26, 1849; April 9, 1852; April 2, 1853; April 22, 1854; April 4, 1856; April 11, 1856; April 11, 1866.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edmund Smith,	Philadelphia,	September 6, 1895.
G. B. Roberts,	Philadelphia,	do.
Lewis Elkin,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood,	do.
A. J. Cassatt,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Enoch Lewis,	Philadelphia,	do.
Thomas Williamson, Jr.,	Philadelphia,	do.
R. D. Barclay,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: September 7, 1894.

Postoffice address of general office: General office, Broad Street Station, Philadelphia.

Postoffice address of operating company: General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edmund Smith,	Philadelphia.
Secretary and Treasurer,	Tabor Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Harrisburg, Portsmouth, Mt Joy and Lancaster Railroad Company.	Dillerville, Pa.,	Harrisburg, Pa.,	Pennsylvania Railroad Company.	35.59
Branch,	Columbia, Pa.,	Middletown, Pa.,	Pennsylvania Railroad Company.	18.15
Total mileage,				53.74

Leased for 999 years from January 1, 1861.

Rental is equivalent to the dividend on capital stock, 7 per cent, per annum; interest on funded debt 4 per cent. per annum; all taxes on capital stock and bonds, and an organization fund of $2,000.00 per annum.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,881,210 09	Capital stock,	$1,182 550 00
Stocks owned,	79,524 58	Funded debt,	700,000 00
Cash and current assets,	60,974 17	Current liabilities,	58,874 40
		Profit and loss,	80,284 34
Grand total,	$2,021,708 84	Grand total,	$2,021,708 84

HUNTERS RUN AND SLATE BELT RAILROAD.

Date of organization: June 8, 1891.
By what authority incorporated: General laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. C. Fuller,	Pine Grove Furnace, Pa.,	January 10, 1895.
Jay Cooke, Jr.,	Philadelphia,	do.
Charles D. Barney,	Philadelphia,	do.
J Horace Harding,	Philadelphia,	do.
B J. Woodward,	Philadelphia,	do.
John M. Butler,	Philadelphia,	do.
William H. Gribbons,	Coatesville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1895.
Postoffice address of general office: Pine Grove Furnace, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. C. Fuller,	Pine Grove Furnace, Pa.
Secretary, Treasurer,	John M. Butler,	119 So. Fourth St, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Hunter's Run and Slate Belt railroad,	Pine Grove Furnace, Pa.,	Slate Belt, Pa.,	5.50
South Mountain Railway and Mining Co.,	Hunter's Run, Pa.,	Pine Grove Furnace, Pa.,	8.00
Total mileage operated,			13.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$49,548 79	Capital stock,	$59,600 00
Cost of equipment,	6,589 14	Current liabilities,	22,749 62
Other permanent investments,	1,814 67		
Cash and current assets,	16,839 10		
Materials and supplies,	179 26		
Profit and loss,	7,378 66		
Grand total,	$82,349 62	Grand total,	$82,349 62

CONTRACTS, AGREEMENTS, ETC.

With Philadelphia and Reading Railroad Company for delivery of mails on a mileage basis.
With Philadelphia and Reading Railroad joint freight and passenger.
With Pennsylvania Railroad and Postal Telegraph Company.

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

Date of organization: May 6, 1852.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Long,	Philadelphia,	February, 1896.
Jacob Naylor,	Philadelphia,	do.
William Bault,	Philadelphia,	do.
James Whitaker,	Philadelphia,	do.
Thomas R. Patton,	Philadelphia,	do.
Lewis A. Riley,	Philadelphia,	do.
George H Colket,	Philadelphia,	do.
William H. Shallcross,	Philadelphia,	do.
Harrison K. Canor,	Philadelphia,	do.
Robert H. Crozer,	Upland, Delaware county, Pa.,	do.
Samuel Bancroft, Jr.,	Wilmington, Del.,	do.

Date of last meeting of stockholders for election of directors: February 5, 1895.

Postoffice address of general office: South East Corner of Walnut and Fourth streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Spencer M. Janney,	Philadelphia.
Secretary and Treasurer,	J. P. Donaldson,	Philadelphia.
Gen'l Solicitor, Attorney or Counsel,	James W. Paul,	Philadelphia.
General Manager,	Geo. G. Gage,	Huntingdon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line, Huntingdon and Broad Top Mountain Railroad and Coal Company.	Huntingdon, Pa.. . . .	Mt. Dallas, Pa., ...	45
Shoup's Branch, ...	Saxton, Pa., ...	Fisher Colliery, Pa., . .	7.8
Six Mile Run Branch, ...	Riddlesburg, Pa., . . .	Edge Hill, Pa., ...	3.9
Shreeve's Run Branch (S. M. R.), . . .	. . . . .	. . . . .	1.3
Sandy Run Branch, ...	. . . . .	. . . . .	2.7
Long's Run Branch, ...	. . . . .	. . . . .	2.6
Total mileage operated, ...	. . . . .	. . . . .	63.3

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of equipment, ...	$5,936,720 83	Capital stock, ...	$3,371,750 00
Lands owned, ...	63,518 98	Funded debt, ...	2,280,500 00
Cash and current assets, ...	83,295 01	Current liabilities, ...	79,140 40
Sundries, ...	181,583 13	Earnings per cent. car trusts, . . .	626,781 52
Equipment trust payments, ...	609,600 00	Script converted into stock, ...	417 00
Materials and supplies, ...	11,020 76	Sundries, ...	285,595 07
Grand total, ...	$6,885,738 71	Grand total, ...	$6,885,738 71

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Twenty-two cents per 100 pounds.

United States Postoffice Department: Four thousand seven hundred and thirty-one dollars and ninety cents per annum.

IRONTON RAILROAD COMPANY.

Date of organization: 1859.

By what authority incorporated: By Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Thomas, ...	Catasauqua, Pa., ...	October, 1895.
John Thomas, ...	Hokindauqua, Pa., ...	do.
Edwin Mickley, ...	Mickleys, Pa., ...	do.
B F Fackeuthal, Jr	Easton, Pa., ...	do.
James W. Fuller.	Catasauqua, Pa., ...	do.
James W. Weaver, ...	Easton, Pa., ...	do.

Date of last meeting of stockholders for election of directors: October 8, 1894.

Postoffice address of general office: Easton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	B. F. Fackenthal,	Easton, Pa.
Secretary and Treasurer,	James W. Weaver,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
The Ironton Railroad,	Coplay, Pa.,	Ironton, Pa.,	5.5
The Ironton Railroad,	Junction, Pa.,	Singersville, Pa.,	3.5
Total mileage operated,			9.0

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$183,000 00	Capital stock,	$200,000 00
Cost of equipment,	17,000 00	Current liabilities,	5,369 43
Lands owned,	437 50	Profit and loss,	100,098 11
Cash and current assets,	105,030 04		
Grand total,	$305,467 54	Grand total,	$305,467 54

JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Date of organization: April 5, 1862.

By what authority incorporated: Special act Commonwealth of Pennsylvania, entitled "An act to incorporate the Jamestown and Franklin Railroad Company, approved April 5, A. D. 1862. A supplement to said act approved March 9, A. D. 1863. A further supplement approved April 19, A. D. 1864. A further supplement, approved February 25, A. D. 1869.

If a consolidated company, name the constituent companies: Junction Railroad Company, charter in effect September 19, 1870, under general laws of the Commonwealth of Pennsylvania.

Consolidated with Jamestown and Franklin Railroad Company, December 7, 1870.

Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
O. G. Getzen Danner,	Cleveland, Ohio,	Jnnunry 3, 1896.
P. P. Wright,	Cleveland, Ohio,	do.
James H. Reed,	Pittsburgh,	do.
G. H. McIntyre,	Stoneboro', Pa.,	do.
Robert P. Cann,	Stoneboro', Pa.,	do.
O. D. Bleakley,	Franklin, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 24, 1895.

Postoffice address of general office: Stoneboro, Pa.

Postoffice address of operating company: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Rasselas Brown,	Stoneboro', Pa.
Secretary and Treasurer,	Robert P. Cann,	Stoneboro', Pa.
General Solicitor, Attorney or Counsel,	James H. Reed,	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To –		
amestown and Franklin railroad.	Jamestown, Pa.,	Oil City, Pa., . .	Lake Shore and Michigan Southern Railway Co.	50.91

The Lake Shore and Michigan Southern Railway Company contracts to operate the railroad of the Jamestown and Franklin Railroad Company for the term of five (5) years from January 1, 1890. The said Lake Shore Company at its own cost is to maintain, manage, operate and keep in efficient public use the railroad of said Jamestown and Franklin Company with its structures and appurtenances, in all substantial respetc as if it (the Lake Shore Company) were the owners thereof, and to furnish and keep in repair all motive power and rolling stock properly adapted and adequate for the business thereof, and to operate said railroad in connection with and as a part of its (said Lake Shore) system of roads, and to so adjust rates and conduct business so as to encourage, develop and increase both the local and through traffic upon said Jamestown and Franklin Railroad. The fixing of rates and tariffs to be done by said Lake Shore Company, but it shall be done with a view to obtain the greatest practicable income and best net results to said Jamestown and Franklin Company. Said Lake Shore Company to pay all taxes except such taxes as may be imposed by the State of Pennsylvania or United States, upon tonnage, dividends on stocks or interest on bonds. The Jamestown and Frankiln Company to keep up, at its own expense, its corporate organization. The said Lake Shore Company to pay to said Jamestown and Franklin Company thirty (30) per cent. of the gross income of said Jamestown and Franklin Railroad.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,652,265 25	Capital stock,	$607,243 00
Lands owned,	23,735 23	Funded debt,	798.000 00
Cash and current assets,	8,575 09	Current liabilities,	1,184,041 55
		Accrued interest on funded debt not yet payable,	2.916 67
		Profit and loss,	83,202 21
		Timber,	13.173 14
Grand total,	$2,688,576 57	Grand total,	$2,688.576 57

JEFFERSON RAILROAD COMPANY.

Date of organization: February 15, 1864.

By what authority incorporated: Special charter under act of April 28, 1851, confirmed by act of March 16, 1863, of Pennsylvania Legislature.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Lowber Welsh,	Philadelphia,	Second Tuesday in June, 1896.
W. A. May,	Scranton, Pa.,	do. do.
Samuel Hines,	Scranton, Pa	do. do.
L. E. Smith,	Elmira, N. Y.,	do. do.
A. Donaldson,	New York City, N. Y.,	do. do.
Eben B Thomas,	New York City, N. Y.,	do. do.
A. R. Macdonough,	New York City, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: Second Tuesday in June, 1895.
Postoffice address of general office: 21 Cortland street, New York city.
Postoffice address of operating company: Postoffice Box 839, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia.
Secretary,	A. R. Macdonough,	P. O. Box 839, New York City.
Treasurer,	Edward White,	P. O Box 839, New York City.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Jefferson Railroad—Honesdale branch.	Hawley, Pa.,	Honesdale, Pa.,	New York, Lake Erie and Western Railroad.	8.18
Carbondale branch.	Lanesboro, Pa.,	Carbondale, Pa.,		36.51
Total mileage,				44.69

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$6,576,958 13	Capital stock,	$2,096,050 00
		Funded debt,	3,100,000 00
		Advances,	1,380,908 13
Grand total.	$6,576,968 13	Grand total,	$6,576,958 13

JOHNSONBURG RAILROAD COMPANY.

Date of organization: Chartered March 14, 1887, and organized during that year.
By what authority incorporated: By an act of Assembly of the Commonwealth of Pennsylvania, approved the 4th day of April, A. D. 1868, and the several supplements thereto.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Bayard Henry,	Philadelphia,	Second Monday in April, 1896.
Henry D. Welsh,	do.	do.
Charles W. Henry,	do.	do.
N. Thouron,	do.	do.
Wm. A. Patton,	do.	do.
Samuel G. DeCoursey,	do.	do.
Samuel Rea,	do.	do.

Date of last meeting of stockholders for election of directors: April 8, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Bayard Henry,	Philadelphia.
Secretary and Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Johnsonburg railroad,	Johnsonburg, Pa.	Clermont, Pa.,	The Pennsylvania Railroad Company.	19.69

The Johnsonburg Railroad is leased to the Pennsylvania Railroad Company for a period of 50 years from the 8th day of July, A. D. 1889. The lessee reserves the right, under certain conditions, and upon giving six months' notice of its intention so to do, to cancel and annul said lease at any time after the expiration of five years from the date thereof. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$400,953 34	Capital stock,	$200,000 00
Lands owned,	500 00	Funded debt,	200,000 00
Cash and current assets,	7,976 66	Current liabilities,	18,000 00
Sundries,	3,200 00		
Profit and loss,	5,370 00		
Grand total,	$418,000 00	Grand total,	$418,000 00

JOHNSONBURG AND BRADFORD RAILROAD COMPANY.

Date of organization: November 15, 1887.

By what authority incorporated: Incorporated under the general railroad law and act of Assembly, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Buffalo, Rochester and Pittsburgh Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Adrian Iselin,	36 Wall St., New York City,	Third Tuesday in January, 1896.
Adrian Iselin, Jr.,	36 Wall St., New York City,	do. do.
Geo. W. Downs,	Punxsutawney, Pa.	do. do.
John McLeavy,	Stanley, Jefferson Co., Pa.,	do. do.
W. R. Cole,	Stanley, Jefferson Co., Pa.,	do. do.
C. H. McCauley,	Ridgway, Pa.,	do. do.
Jno. G. Whitmore,	Ridgway, Pa.,	do. do.
J. M. Grosh,	Ridgway, Pa.,	do. do.
W. W. Ames,	Ridgway, Pa.,	do. do.
John H. Hocart,	36 Wall St., New York City,	do. do.
C. O. D. Iselin,	36 Wall St., New York City,	do. do.

Date of last meeting of stockholders for election of directors: January 22, 1895.

Postoffice address of general office: Ridgway, Elk county, Pa.

Postoffice address of operating company: Buffalo, Rochester and Pittsburgh Railway Company, Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Adrian Iselin,	36 Wall St., N. Y. City.
Secretary and Treasurer,	Adrian Iselin, Jr.,	36 Wall St., N. Y. City.
Assistant Treasurer,	Columbus O'Donnell Iselin,	36 Wall St., N. Y. City.
General Solicitor,	C. H. McCauley,	Ridgway, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Johnsonburg and Bradford Railroad Company.	Howard Jc., Pa.,	Mt. Jewett, Pa.,	Buffalo, Rochester and Pittsburgh Railway Company.	19.60

Agreement dated February 2, 1892, between the Buffalo, Rochester and Pittsburgh Railway Company, first party, the Johnsonburg and Bradford Railroad Company, second party, and Adrian Iselin, third party.

The third party agrees to completely construct the Johnsonburg and Bradford Railroad.

The second party agrees to pay the actual cost in the capital stock of the second party, which is subsequently to be sold and delivered to the first party, who will pay for same in general mortgage 5 per cent. bonds at 90 per cent. of their par value and accrued past due coupons cut off.

The first party agrees to deliver said stock to Union Trust Company, of New York, mortgagee in trust of said general mortgage 5 per cent. bonds.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$919,396 30	Capital stock,	$420,000 00
		Funded debt,	420,000 00
		Current liabilities,	79,396 30
Grand total,	$919,396 30	Grand total,	$919,396 30

JUNCTION RAILROAD COMPANY.

Date of organization: May 28, 1860.

By what authority incorporated: State of Pennsylvania, acts of May 3, 1860 (P. L., p. 780), March 23, 1861 (P. L., p. 177), April 26, 1864 (P. L., p. 609), April 11, 1862 (P. L. P. of 1867, p. 1349), February 2, 1865 (P. L., p. 88).

Operated by the Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Broad Street Station, Philadelphia,	April 7, 1896.
N. P. Shortridge,	Broad Street Station, Philadelphia,	do.
John P. Green,	Broad Street Station, Philadelphia,	do.
Frank Thompson,	Broad Street Station, Philadelphia,	do.
Joseph S. Harris,	Reading Terminal, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: April 1, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company, Broad Street Station, Philadelphia; Philadelphia, Wilmington and Baltimore Railroad Company, Broad Street Station, Philadelphia; Philadelphia and Reading Railroad Company, Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Broad Street Station, Philadelphia.
Secretary,	Jno. C. Sims,	Broad Street Station, Philadelphia.
Treasurer,	R. W. Smith,	Broad Street Station, Philadelphia.
General Solicitor, Att'y or Counsel,	James A. Logan,	Broad Street Station, Philadelphia.
Comptroller,	R. W. Downing,	Broad Street Station, Philadelphia.
Assistant Comptroller,	M. Riebenack,	Broad Street Station, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Junction Railroad Company, ...	Belmont, ...	Thirty-fifth street, . . .	1 89
	North end of Market street tunnel.	Gray's Ferry, ...	1.67
Total mileage, ...			3.56

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company run their trains over the Junction Railroad paying to the Junction Railroad Company a certain rate per car per mile for trackage, the Junction Railroad Company paying the company moving the traffic for use of its motive power.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$1,034,829 40	Capital stock, ...	$250,000 00
Cash and current assets, ...	31,570 72	Funded debt, ...	725,000 00
		Current liabilities, ...	68,862 29
		Profit and loss, ...	22,537 83
Grand total, ...	$1,066,400 12	Grand total, ...	$1,066,400 12

KENSINGTON AND TACONY RAILROAD COMPANY.

Date of organization: March 25, 1884.

By what authority incorporated: General law of State of Pennsylvania, approved April 4, 1868.

If a consolidated company, name the constituent companies: Frankford Creek Railroad Company, which was organized March 17, 1890, was consolidated with Kensington and Tacony Railroad Company, April 14, 1891.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Rea, ...	Philadelphia, ...	Third Tuesday in March, 1896.
R. D. Barclay, ...	Philadelphia, ...	do. do.
Wm. H. Barnes, ...	Philadelphia, ...	do. do.
John P. Green, ...	Philadelphia, ...	do. do.
Chas. E. Pugh, ...	Philadelphia, ...	do. do.
N. P. Shortridge, ...	Wynnewood, Pa., ...	do. do.
Henry D. Welsh, ...	Philadelphia, ...	do. do.

Date of last meeting of stockholders for election of directors: March 19, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Samuel Rea, ...	Philadelphia, Pa.
Secretary, ...	F. W. Schwarz, ...	do.
Treasurer, ...	J. S. Vanzandt, ...	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Kensington and Tacony Railroad Company.	West end of Tacony yard. 450 feet from south line of Oxford street.	Philadelphia and Trenton Railroad at Tioga street.	The Pennsylvania Railroad Company.	5.13
Branch, ...	. . . . .	. . . . .	. . . . .	1.75
Total mileage, ...	. . . . .	. . . . .	. . . . .	6.88

Lease to the Pennsylvania Railroad Company, dated November 9, 1887, for five years from January 1, 1887. Renewed by agreement dated March 15, 1892, for one year from January 1, 1892, and thereafter from year to year, terminable upon six months' notice. Rental, $30.00 per annum and taxes.

Above described lease terminated from and after May 1, 1895, and new one entered into between same parties for 20 years from said date.

Rental equal to 4 per cent. on capital stock and all taxes.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$354,634 78	Capital stock, ...	$354,900 00
Lands owned, ...	273 37	Profit and loss, ...	8 15
Grand total, ...	$354,908 15	Grand total, ...	$354,908 15

IMPORTANT CHANGES DURING THE YEAR.

Four hundred and seven shares of common stock issued during year in settlement of expenditures account of construction to amount of $20,350.

Branch, 1.75 miles long built and placed in operation.

KINZUA CREEK AND KANE RAILROAD COMPANY.

Date of organization: June 16, 1888.

By what authority incorporated: By an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,'" approved the 8th day of June, A. D. 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
G. W. Campbell,	North Kane, Pa.	F. W. Reese,	Kane, Pa.
John W. Campbell.	North Kane, Pa.	C. A. Buchanan,	Kane, Pa.
E. W. Campbell,	North Kane, Pa.	C. D. Campbell,	North Kane, Pa.
W. W. Brown,	Bradford, Pa.		

Date of last meeting of stockholders for election of directors: December 15, 1893.
Postoffice address of general office: North Kane, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	G. W. Campbell,	North Kane, Pa.
Vice President,	W. W. Brown,	Bradford, Pa.
Secretary,	John [illegible]. Campbell,	North Kane, Pa.
Treasurer,		
General Superintendent,	E. W. Campbell,	North Kane, Pa.
General Solicitor, Attorney or Counsel,	W. W. Brown,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Kinzua Creek and Kane railroad,	Kane, Pa.,	W. N. Y. & P. R. at Root Run.	14

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$56,380 12	Capital stock,	$65,600 00
Cost of equipment,	22,362 47	Funded debt,	3,000 00
		Current liabilities,	10,037 58
		Profit and loss,	105 01
Grand total,	$78,742 59	Grand total,	$78,742 59

8-8-95

KINZUA HEMLOCK RAILROAD COMPANY.

Date of organization: June 20, 1890.
By what authority incorporated: General act approved April 4, 1868, and supplements thereto.
Operated by the Mt. Jewitt, Kinzua and Riterville Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. M. Longshore,	Kane, Pa.,	January 21, 1896.
Evan O'N. Kane,	Kane, Pa.,	do.
J. D. Brooder,	Kane, Pa.,	do.
Joshua Davis,	Kane, Pa.,	do.
Thos. L. Kane,	Kane, Pa.,	do.
J. D. Magowan,	Kane, Pa.,	do.
J. D. Watts,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.
Postoffice address of general office: Kushequa, Pa.
Postoffice address of operating company: Mt. Jewett, Kinzua and Riterville Railroad Company, Kushequa, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. L. Kane,	Kane, Pa.
Secretary,	Elisha K. Kane,	Kushequa, Pa.
Treasurer,	Z. E. Kane,	Kushequa, Pa.
Chief Engineer,	M. J. Dill,	Kane, Pa.
Auditor,	A. B. Cody,	Kushequa, Pa.
General Superintendent,	Thos. L. Kane,	Kane, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

By contract with Mt. Jewett, Kinzua and Riterville Railroad Company, dated December 15, 1891, Kinzua Hemlock Railroad is leased for 99 years for three-eighth of net earnings of both roads. In consideration of the contract Kinzua Hemlock Railroad pays $12,000.00 in hand.

Mt. Jewett, Kinzua and Riterville Railroad Company subscribes $57,000.00 towards the capital stock of the Kinzua Hemlock Railroad and agrees to advance money for construction not exceeding $20,000.00.

Rental to be applied first, first, to extension and improvements; second, to repayment or third, to dividends on capital stock.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$137,225 02	Capital stock,	$112,100 00
		Current liabilities,	18,483 35
		Profit and loss.	6,641 67
Grand total,	$137,225 02	Grand total,	$137,225 02

IMPORTANT CHANGES DURING THE YEAR.

Ninety-two one hundred miles of track (not including rail and fastenings) sold.

KINZUA VALLEY RAILROAD COMPANY.

Date of organization: March 30, 1889.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. G. DeCoursey,	Philadelphia,	January 13, 1896.
Nicholas Thouron,	Philadelphia,	do.
Spencer S. Bullis,	Olean, N. Y.,	do.
Franklin S. Buell,	Buffalo, N. Y.,	do.
Frank Rumsey,	Buffalo, N. Y.,	do.
Robert Bell,	Buffalo, N. Y.,	do.
A. J. Thompson,	Titusville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia.
Vice President,	Nicholas Thouron,	Philadelphia.
Secretary,	Franklin S. Buell,	Buffalo, N. Y.
Treasurer,		
Gen'l Solicitor, Att'y or Counsel,	Frank Ramsey,	Buffalo, N. Y.
Auditor,	John T. Reynolds,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Kinzua Valley Railroad Company,	Morrison, Pa.,	West Line, Pa.,	10

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$113,412 71	Capital stock,	$105,000 00
Cost of equipment,		Current liabilities,	13,411 55
Cash and current assets,	571 30		
Materials and supplies,	3,167 70		
Profit and loss,	1,259 84		
Grand total,	$118,411 55	Grand total,	$118,411 55

KISHACOQUILLAS VALLEY RAILROAD COMPANY.

Date of organization: June 14, 1892.

By what authority incorporated: "An act," approved the 4th day of April, A. D. 1868, and the several supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. S. Wilson,	Bellville, Pa.,	June, 1896.
Wm. B. Maclay,	do.	do.
J. P. Getter,	do.	do.
Sam'l Watts,	do.	do.
James Hayes,	do.	do.
John M. Fleming,	do.	do.
James T. Wills,	do.	do.
J. K. Detweiler,	do.	do.
J. T. Wilson,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.

Postoffice address of general office: Belleville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	H. S. Wilson.	Belleville, Pa.
Vice President,	Jno. M. Fleming,	Belleville, Pa.
Secretary.	Wm. B. M'Clay.	Belleville, Pa.
Treasurer,	C. W. Getter	Belleville, Pa.
General Solicitor, Attorney or Counsel.	J. A. McKee,	Lewistown, Pa.
Auditor,	Jas. Hay,	Belleville. Pa.
General Manager.	J. P. Getter,	Belleville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Kishacoquillas Valley Railroad Company.	Belleville. Pa.,	Reedsville, Pa.,	9.20
Pennsylvania Railroad Trackage Contract.			.30
Total mileage,			9.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$73,138 39	Capital stock,	$70,175 00
Cost of equipment,	5,453 00	Funded debt,	3,000 00
Lands owned,	507 87	Current liabilities,	761 18
Cash and current assets,	760 01	Profit and loss,	6,633 15
Materials and supplies,	710 06		
Grand total,	$80,569 33	Grand total,	$80,569 33

CONTRACTS, AGREEMENTS, ETC.

This company has a contract with the Adams Express Company for which it receives 40 per cent. of the gross receipts for transportation of express over its road.

This company has an agreement with the United States Government for carrying the mail over its roads, for which it receives a yearly compensation of $300.00.

This company has an agreement with the Pennsylvania Railroad Company for the use of terminal facilities at Reedsville, Pa., belonging to the said Pennsylvania Railroad Company, for which this company pays a monthly rental of sixty dollars.

LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization: September 30, 1889.

By what authority incorporated: Under general railroad laws, approved April 4, 1868, etc.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. D. Lusk,	Montrose, Pa.,	Next election.
W. H. Jessup,	Montrose, Pa.,	do.
W. R. Storrs,	Scranton, Pa.,	do.
W. H. Storrs,	Scranton, Pa.,	do.
Garret Bogart,	Scranton, Pa.,	do.
J. W. Fowler,	Scranton, Pa.,	do.
G. M. Hallstead,	Scranton, Pa.,	do.
W. G. Parke,	Montrose, Pa.,	do.
H. L. Beach,	Montrose, Pa ,	do.
M. T. Corbett,	Scranton, Pa.,	do.
James Archbald,	Scranton, Pa.,	do.
D. Sayre,	Scranton, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 15, 1893.

Postoffice address of general office: 26 Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. F. Hallstead,	Scranton, Pa.
Secretary and Auditor,	Fred F. Chambers,	New York city, N. Y.
Treasurer,	Fred. H. Gibbens,	New York city, N. Y.
General Manager,	W. F. Hallstead,	Montrose, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mile road.
	From—	To—	
Lackawanna and Montrose railroad, . .	Junction with Delaware, Lackawanna and Western at Oxford.	Montrose, Pa., ...	10.48

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$141,879 83	Capital stock, ...	$130,500 00
Cash and current assets, ...	48 32	Current liabilities, ...	4,061 85
		Script stock, representing instalments paid on subscriptions to capital stock, ...	360 00
		Profit and loss, ...	7,006 30
Grand total, ...	$141,928 15	Grand total, ...	$141,928 15

THE LANCASTER, OXFORD AND SOUTHERN COMPANY.

Date of organization: September 3, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Walter M. Franklin, ...	Lancaster Pa.;	May 3, 1896.
J. W. B. Bausman, ...	Lancaster, Pa., ...	do.
Jacob B. Long, ...	Lancaster, Pa., ...	do.
J. E. Ramsey, ...	Oxford, Pa., ...	do.
J. M. Showalter, ...	Oxford, Pa., ...	do.
A. M. Nevin, ...	Oxford, Pa., ...	do.
Robt. B. Patterson, ...	Spruce Grove, Pa., ...	do.

Date of last meeting of stockholders for election of directors: May 3, 1895.
Postoffice address of general office: Oxford, Pa.
Postoffice address of operating office: Oxford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board, ...	Walter M. Franklin, ...	Lancaster, Pa.
President, ...		
Secretary, ...	J. W. B. Bausman, ...	Lancaster, Pa.
Treasurer, ...		
Attorney or General Counsel, ...	Samuel D. Ramsey, ...	West Chester, Pa.
General Manager, ...	A. M. Nevin, ...	Oxford, Pa.
Chief Engineer, ...		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
The Lancaster, Oxford and Southern Railroad.	Oxford, Pa., ...	Susquehanna, Pa., . .	20

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$119,685 59	Capital stock, ...	$119,685 59
Cost of equipment, ...		Current liabilities, ...	2,658 91
Cash and current assets, ...	1,963 57		
Profit and loss, ...	694 34		
Grand total, ...	$122,344 50	Grand total, ...	$122,344 50

LANCASTER AND READING NARROW GAUGE RAILROAD COMPANY.

Date of organization: September 25, 1895.

Under laws of what government or state organized: Acts of April 8, 1861; February 19, 1867; May 25, 1878; May 31, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Charles H. Locker, . .	Lancaster, Pa.	Robert E Locker, . .	Lancaster, Pa.
S. E. Bailey, ...	Lancaster, Pa.	John B. Roth, ...	do.
S. L Carpenter, ...	West Earl, Pa.	H. Z. Rhoades, ...	do.
John Hertzler, ...	Lancaster, Pa.		

Date of last meeting of stockholders for election of directors: September 25, 1894.

Postoffice address of general office: Lancaster, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles H. Locker,	Lancaster, Pa.
Secretary,	D. McMullen,	do.
Treasurer,	P. E. Slaymaker,	do.
Attorney, or General Counsel,	D. McMullen,	do.
General Manager,	M. Reilly,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Lancaster and Reading (N. G.) railroad,	Lancaster, Pa.,	Quarryville, Pa.,	15

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$300,000 00	Capital stock,	$350,000 00
Cost of equipment,	50,000 00	Current liabilities,	801 60
Profit and loss,	10,909 93	Profit and loss,	12,035 09
Grand total,	$362,836 69	Grand total,	$362,836 69

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: We receive 10 cents per 100 pounds on through business and 15 cents per 100 pounds on local business.

We receive from the Philadelphia and Reading Railroad one-fifteenth of what said company receive for carrying the mail between Lancaster Junction and Quarryville.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

Date of organization: June 24, 1869.

If a consolidated company, name the constituent companies: Buffalo and State Line Railroad Company and Erie and Northeast Railroad Company were consolidated in 1867 as the Buffalo and Erie Railroad Company.

In March, 1869, the Cleveland, Painesville and Ashtabula Railroad and Cleveland and Toledo Railroad were consolidated as the Lake Shore Railway Company.

In May, 1869, the Lake Shore Railway was consolidated with the Michigan Southern and Northern Indiana Railroad, under the name of Lake Shore and Michigan Southern Railway Company.

In August, 1869, the Buffalo and Erie Railway Company was consolidated with the Lake Shore and Michigan Southern Railway Company under the name of Lake Shore and Michigan Southern Railway Company pursuant to the laws of the states of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt,	New York, N. Y.,	May, 1896.
Darius O. Mills,	New York, N. Y.,	do.
Jas. H. Reed,	Pittsburgh,	do.
Kassilas Brown,	Warren, Pa.,	do.
Wm. K. Vanderbilt,	New York, N. Y.,	May, 1897.
Sam. F. Barger,	New York, N. Y.,	do.
H. McK. Twombly,	New York, N. Y.,	do.
Chas. M. Reed,	Erie, Pa.,	do.
F. W. Vanderbilt,	New York, N. Y.,	May, 1898.
D. W. Caldwell,	Cleveland, O.,	do.
E. D. Worcester,	New York, N. Y.,	do.
C. M. Depew,	New York, N. Y.,	do.
Jno. DeKoven,	Chicago, Ill.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1895.

Postoffice address of general office: Cleveland, Ohio.

Postoffice address of operating company: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board.	W. K. Vanderbilt,	New York, N. Y.
President,	D. W. Caldwell,	Cleveland, O.
Vice President,	Edwin D Worcester,	New York, N. Y.
Secretary.		
Treasurer,		
Treasurer, Local.	N. Bartlett.	Cleveland, O.
General Solicitor, Att'y or Counsel,	Geo. C Greene,	Cleveland, O.
Auditor, Acting,	R. H. Hill.	Cleveland, O.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
Main Line.			
	Buffalo, N. Y.,	Erie, Pa.,	88.00
	Erie, Pa.,	Cleveland, O.,	95.50
	Cleveland, O.,	West End Toledo Bridge, via Norwalk.	111.77
	West End Toledo Bridge,	Toledo, O.,	1.10
	Toledo, O.,	Chicago, via Adrian,	244.12
			540. 9
Branches of The Lake Shore and Michigan Southern Railway.			
	Elyria Junction,	Millbury Junction, via. Sandusky,	72.95
	Sandusky Pier, from Junction,	Old Depot,	3.72
	Air Line Junction,	Elkhart,	130.83
	Lenawee Junction,	Jackson,	41.98
	Lenawee Junction,	Monroe,	29.37
	Ashtabula,	Ashtabula Harbor,	2.33
	Ashtabula,	Jamestown,	35.98
	Junction with D. A. V. and Pittsburgh Railroad at Dunkirk.		1.50
			318.66
Proprietary Roads (owned wholly by this Company).			
Detroit, Monroe and Toledo Railroad,	Air Line Junction,	Detroit,	62.36
Kalamazoo and White Pigeon Railroad,	White Pigeon,	Kalamazoo,	36.57
Northern Central Michigan Railroad,	Jonesville,	North Lansing,	61.14
Detroit and Chicago Railroad,	Detroit River Junction,	Fayette,	62.31
Sturgis, Goshen and St. Louis Railroad,	Goshen,	Finley,	35.81
Silver Creek and Dunkirk Railway,	Silver Creek,	Dunkirk,	8.71
			266.90
Roads Operated under Lease.			
Kalamazoo, Allegan and Grand Rapids Railroad.	Kalamazoo,	Grand Rapids,	58.42
Jamestown and Franklin Railroad,	Jamestown,	Oil City,	50.91
Mahoning Coal Railroad,	Andover,	Youngstown,	38.31
	Branch,	No. 9 Coal Bank,	2.85
	Branch,	Keel Ridge Coal Bank,	0.73
	Sharon Branch		8.31
Detroit, Hillsdale and Southwestern Railroad.			65.20
Fort Wayne and Jackson Railroad,			97.83
			322.56
Total,			*1,448.61
Less,			7.84
Total mileage operated,			1,440.77

*Old main track between Silver Creek and Dunkirk, N. Y., 7.84 miles leased to New York, Chicago and St. Louis Railroad Company and used as their main track.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$66,700,000 00	Capital stock,	$50,000,000 00
Cost of equipment,	17,300,000 00	Funded debt,	45,016,000 00
Stocks owned,	13,431,828 42	Current liabilities,	3,162,096 68
Bonds owned,	720,380 00	Profit and loss,	11,875,851 00
Other permanent investments,	6,399,650 23		
Cash and current assets,	4,550,653 55		
Materials and supplies,	951,435 48		
Grand total,	$110,053,947 68	Grand total,	$110,053,947 68

IMPORTANT CHANGES DURING THE YEAR.

The total mileage as given in previous years reports is 1,439.09, and while the conditions are unchanged the difference or mistake was occasioned by deducting from main line exactly the same number of miles leased to New York, Chicago and St. Louis Railway as were added by merging with Silver Creek and Dunkirk Railroad:

Total last year,	1,448.61
Leased to New York, Chicago and St Louis,	8.71
	1,439.90
Should have read:	
Total last year,	1,448.61
Leased to New York, Chicago and St. Louis,	7.84
Miles operated,	1,440.77

CONTRACTS, AGREEMENTS, ETC.

American Express Company, Buffalo to Cleveland pays from 15 to 50 cents per 100 pounds on freight

United States Express Company, Buffalo to Chicago, pays 20 to 85 cents for 100 pounds on freight.

These companies do a general express business and deliver freight to us at our depots.

United States Government pays for mail service, including R. P. O. cars, per annum, $1,251,619.12.

Sleeping and Parlor cars owned and operated by Wagner Palace Car Company, who charge $2.00 for double berth and $4.00 for section, and from 25 cents to $1.50 for seats in drawing room cars. Lake Shore and Michigan Southern Railway own and operate thirteen dining and buffet cars.

Red, White and Midland lines: Co-operative railroads own their cars and prorate expenses. Merchants' Despatch and Empire line, stock companies, own their cars and receive current rate of mileage and a commission on all freight by them.

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
Lehigh and Lackawanna railroad,	Bethlehem, Pa.,	Wind Gap, Pa.,	25.20
Wind Gap and Delaware railroad,	Bangor, Pa.,	Lake Poponaming, Pa,	9.71
Line of other companies over which trains have been run under trackage rights.			
Pennsylvania, Poughkeepsie and Boston railroad.			2.00
Total mileage operated,			36.91

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

Date of organization: May 1, 1861.
By what authority incorporated: State of Pennsylvania, under special acts of May 1, 1861, and supplements thereto, March 10, 1862, April 8, 1864, and April 18, 1865.
Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark,	Philadelphia,	Second Monday in January.
Edward Lewis,	do.	do. do.
Thomas McKean,	do.	do. do.
S. Shepherd,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Pardee,	Philadelphia.
Secretary,	S. Shepherd,	do.
Treasurer,	S. Shepherd,	do.
Auditor.	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Lehigh and Lackawanna railroad.	Bethlehem, Pa.,	Wind Gap, Pa.,	Central Railroad Company of New Jersey.	25.20

The Lehigh and Lackawanna Railroad is leased to the Lehigh Coal and Navigation Company for the term of 99 years from January 23 ,1867. It was operated for the lessees by the Central Railroad Company of New Jersey, from January 1, 1891, to January 1, 1892, for one-third of gross receipts. It has been operated by that company since December 31, 1892, for 21 per cent. of gross receipts with a minimum rental of $1,500 per month.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$970,500 00	Capital stock,	$370,500 00
		Funded debt,	600,000 00
Grand total,	$970,500 00	Grand total,	$970,500 00

LEHIGH AND SUSQUEHANNA RAILROAD.

Operated by Central Railroad Company of New Jersey to whom reference is made for all details of operation.

DIRECTORS.

The Lehigh and Susquehanna Railroad is owned by the Lehigh Coal and Navigation Company, a corporation which is not a common carrier engaged in the transportation of passengers or property wholly by railroad or partly by railroad and partly by water. The railroad is leased by its owner to the Central Railroad Company of New Jersey, who operates it and pay as rental therefor one-third of the gross receipts, the ownership of the railroad is not represented by any railroad corporation maintaining an independent legal existence or separate financial accounts or which has issued as such capital stock or incurred any bonded indebtedness.

Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

The Lehigh and Susquehanna Railroad has no official organization.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Lehigh and Susquehanna,	Phillipsburg, N.J.	Union Junction,	Central R. R. Co. of New Jersey.	105.33
Branches,				55 40
Total mileage,				160.73

The Lehigh and Susquehanna Railroad is leased to and operated by the Central Railroad Company of New Jersey, who pay as rental one-third of the gross receipts. The date of the lease is March 31, 1871, and the term is for 999 years.

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main lines of railroads operated :			
Wilkes-Barre and Scranton Railway, . .	Minooka Junc., ...	Scranton, Pa., ...	4.85
Lehigh and Susquehanna Railroad, . . .	Phillipsburg.	Union Junction, ...	105.33
Lehigh and Susquehanna Railroad, . . .	Franklin Junc., ...	Buttonwood, ...	2.25
Beaver Meadow, Tresckow and New Boston Railroad.	Tresckow Junc., ...	Coleraine, ...	2.17
Nesquehoning Valley Railroad, ...	Nesquehoning Junc., .	Tamanend, ...	16.66
Tresckow Railroad.	Silver Brook, ...	Audenreid, ...	7.56
Wilkes-Barre and Scranton Railroad, . .	Minooka Junc., ...	Scranton, ...	4.85
Branch lines operated :			
	Bethlehem Junc., . . .	South Bethlehem, . . .	.26
	Main line, ...	Quaries, ...	.50
	Northampton, ...	Hokendaqua, ...	.82
	Main line, ...	Allen Cement Works, .	.94
	Drifton Junc	Drifton.	10.94
	Upper Lehigh Junc., . .	Upper Lehigh, ...	10.10
	Pond Creek Junc., . . .	Sandy Run, ...	2.58
	Do. . . .	Zehner.	.45
	Ashley, ...	Collieries, ...	17.12
	Lee Mine Station, . . .	Nanticoke, ...	1.95
	Miners' Mills, ...	Empire Breaker, ...	3.95
	Union Junc., ...	Everhart, ...	3.07
	Solomon's Gap, ...	Ashley, ...	3.12
Lines of other Companies over which trains have been run under trackage rights, etc.:			
Allentown Terminal Railroad, ...	East Allentown, ...	Main line, ...	2.69
Union Coal Railroad, Delaware and Hudson Canal Company.	Union Junc., ...	Minooka Junction, . . .	9 66
Lehigh Coal Navigation Company, . . .	Hauto, ...	Greenwood Junction, .	5.36
Philadelphia and Reading Railroad, . .	Greenwood Junc., . . .	Tamaqua, ...	1.17
Philadelphia and Reading Railroad, . .	Tamanend.	Silver Brook, ...	5.20
Philadelphia and Reading Railroad, . .	Pottsville Branch Junc., Pa.	Kaska Williams Colliery,	9.47
Pennsylvania Railroad, ...	Nanticoke, ...	Mocanaqua, ...	9.79
Total, ...	. . . . .	. . . . .	237.56

LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: Letters patent dated September 20, 1847. Incorporated by act of April, 1846, under name Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company. Name changed by act of January 7, 1853.

By what authority incorporated: Under laws of State of Pennsylvania, as viz: April 21, 1846; March 20, 1849; April 9, 1849; April 10, 1852: January 7, 1853; May 8, 1854; April 18, 1855; March 8, 1856; April 16, 1857; May 17, 1857; May 21, 1864; March 21, 1865; April 13, 1866; April 2, 1872.

If a consolidated company, name the constituent companies: Beaver Meadow Railroad Company merged, Penn Haven and White Raven Railroad Company merged, Lehigh and Mahonoy Railroad Company, Hazleton Coal Company.

Lehigh and Luzerne Railroad Company, formerly Jeddo and Carbon Railroad Company and Lehigh and Luzerne Railroad Company.

Operated by the Lehigh Valley Railroad Company.

Date and authority for each consolidation: Lehigh and Mahanoy Railroad, June 30, 1866. Laws April 3, 1861. Beaver Meadow Railroad Company, July 8, 1864. Laws State of Pennsylvania, April 7, 1830; April 14, 1838; April 4, 1831; January 29, 1833; April 15, 1835; December 22, 1836; March 8, 1839; March 25, 1844; February 18, 1843; March 20, 1849; March 4, 1850; April 3, 1851; March 15, 1853; March 29, 1854; April 15, 1857.

Penn Haven and White Haven Railroad, August 5, 1864. Laws May 5, 1857; April 11, 1859; April 2, 1860; February 16, 1863; April 3, 1866.

Hazleton Coal Company, May 25, 1868. Laws March 18, 1836; March 8, 1839; July 29, 1842; July 30, 1842; April 4, 1843; April 5, 1849; March 18, 1851; March 29, 1853; January 12, 1856; April 4, 1856; February 14, 1857; March 8, 1862; March 19, 1863; March 9, 1865; March 21, 1865; March 29, 1867.

Lehigh and Luzerene Railroad Company, June 16, 1868. Laws March 23, 1854; March 16, 1855; February 12, 1856; April 8, 1857; April 16, 1858.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Hartshorne,	Philadelphia,	January 18, 1896.
Wm. L. Conyngham,	Wilkes-Barre Pa.,	do.
Wm. A. Ingham,	Philadelphia,	do.
Robert H. Sayre,	South Bethlehem, Pa.,	do.
James I. Blinkslee,	Mauch Chunk, Pa.,	do.
John R. Fell,	Philadelphia,	do.
John B. Garrett,	Philadelphia,	do.
Chas. O. S. Keer,	Mauch Chunk, Pa.,	do.
Jos. Warton,	Philadelphia,	do.
Thos. McKean,	Philadelphia,	do.
Beavveau Borie,	Philadelphia,	do.
Geo. H. Myers,	Bethlehem, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 15, 1895.

Postoffice address of general office: 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur,	South Bethlehem.
Vice President,	Chas. Hartshorne,	Philadelphia.
Second Vice President,	Robert H. Sayre,	South Bethlehem.
Third Vice President,	John B. Garrett,	Philadelphia.
Secretary,	John R. Fanshawe,	Philadelphia.
Treasurer,	Wm. C. Alderson,	Philadelphia.
Chief Engineer,	Chas. E. Webster,	South Bethlehem.
Gen'l Solicitor, Attorney or Counsel,	Henry S. Drinker,	Philadelphia.
Comptroller,	Isaac McQuilkin,	Philadelphia.
General Traffic Manager,	John Taylor,	Philadelphia.

PROPERTY OPERATED.

NAME	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
1 A.			
Lehigh Valley Railroad,	Phillipsburg,	Mauch Chunk,	45.35
	Mauch Chunk,	Wilkes-Barre,	53.59
	Fair View,	West Avoca,	17.15
	Penn Haven Junction,	Audenreid,	16.13
	Hazle Creek Junction,	Cranberry Junction,	8.83
	Lumber Yard,	Sandy Run Junction,	7.96
	Pink Ash Junction,	Harleigh Junction,	7.76
	Black Creek Junction,	Mt. Carmel,	38.53
	Park Place,	Barry Junction,	5.32
	Kohinoor Junction,	Ashland,	7.15
	New Boston Junction,	Tomhicken,	25.41
B.			
Lehigh Valley Railroad:			
Lehigh division,	Various,	Various,	13.02
Wyoming division,	Various,	Various,	15.52
Beaver Meadow division,	Colliery branch,	Various,	4.50
Hazleton division,	Various,	Various,	18.01
Highland branch,	Various,	Various,	8.29
Ebervale branch,	Colliery branch,	Various,	6.31
Mahanoy division,	Colliery branch,	Various,	15.94
Ashland branch,	Colliery branch,	Various,	1.68
New Boston branch,	Colliery branch,	Various,	9.86
2.			
Rochester and Honeoye Valley Railroad Company.	Rochester, N. Y.,	Honeoye Falls, N. Y.,	15.94
Lehigh Valley Railway Company,	Buffalo, N. Y.,	State Line, Pa., and branches.	282.67
Waverly and State Line Railroad Company.	Waverly, N. Y.,	State Line, Pa.,	.41
Pennsylvania and New York Canal and Railroad Company.	Wilkes-Barre, Pa.,	State Line, N. Y., and branches.	138.95
Wilkes-Barre and Harvey's Lake Railroad Company.	Luzerne, Pa.,	Shawanese Lake, Pa., and branches.	15.18
Loyalsock Railroad Company,	Shawanese Lake, Pa.,	Bernice, Pa., and br'chs.	42.40
Schuylkill and Lehigh Valley Railroad Company.	Lizard Creek Junction, Pa.	Blackwood, Pa., and branches.	42.21
Lehigh Valley Terminal Railway Company.	Constable Jc'n, Jersey City, N. J.	South Plainfield, N. J., and branches.	28.15
Easton and Amboy Railroad Company,	Pertb Amboy, N. J.,	Phillipsburg, N. J., and branches.	69.07
Pittstown Branch Railway Company,	Landsdown, N. J.,	Pittstown, N. J.,	4.02
Perth Amboy and Raritan Railway Company	Raritan Junction, N.J.,	End of line, and branches,	6.16
Middlesex Railway Company,	Track E. & A. R. R., Perth Amboy, N. J.	Nortb side Washington St., Perth Amboy, N.J.	.34
3.			
State Line and Sullivan Railroad Company.	Monroeton, Pa.,	Bernice, Pa.,	24.05
4.			
Southern Central Railroad Company,	State Line, Pa.,	N. Fair Haven, N. Y.,	115.26
Lehigh and New England Railroad Company.	Slatington, Pa.,	Harrisburg Jc'n, Pa.,	27.38
Willards branch,	Hayst Corners, N. Y.,	Willard, N. Y.,	3.82
5.			
Central Railroad of New Jersey,	Sandy Run Junction,	Crellin Junction,	5.91
Pennsylvania Railroad Company,	Spring Garden Junction,	Pottsville,	4.20
Pennsylvania Railroad Company,	West Newark Junction,	Jersey City,	9.40
Nortbern Central Railroad Company,	Mt. Carmel,	Shamokin,	8.30
New York Central and Hudson River Railroad Company.	Batavia,	Saspension Bridge,	51.32
Barclay Railroad Company,	Barclay Junction,	Monroeton,	4.00
Philadelphia and Erie Railroad Company.	Pottsville,	New Boston Junction,	10.90
Total mileage operated,			1,235.85

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$18,307,160 34	Capital stock,	$40,441,100 00
Cost of equipment,	21,528,364 48	Funded debt,	34,173,000 00
Stocks owned,	18,183,638 72	Current liabilities,	6,316,620 96
Bonds owned,	11,682,391 58	Real estate mortgages,	317,573 67
Other permanent investments,	12,453,447 57	Accrued interest on funded debt not yet payable,	271,130 00
Cash and current assets,	3,853,156 56	Sundries,	3,184,752 17
Equipment trust payments,	1,000,000 00	Profit and loss,	6,939,089 30
Materials and supplies,	1,530,201 03		
Sundries,	3,104,905 82		
Grand total,	$91,943,266 10	Grand total,	$91,643,266 10

IMPORTANT CHANGES DURING THE YEAR.

There have been sold during the year 650 of the consolidated mortgage bonds.

There have been drawn for redemption in accordance with the provision of the mortgage 320 consolidated mortgage bonds sterling and also 86 of same bonds retired by purchase.

CONTRACTS, AGREEMENTS, ETC.

United States Express, proportion of gross receipts.

United States Government, compensation based on weight of mails carried.

Pullman Palace Car Company. We pay mileage for use of their cars. We run our own dining cars.

Traders' Despatch, Lehigh and Wabash Despatch, Reading Despatch, Lake Shore and Lehigh Valley Route, and Empire Line.

New York Central and Hudson River Railroad, trackage, Batavia and Suspension Bridge.

Central Railroad of New Jersey, trackage, Sandy Run and Crellin Junction.

Northern Central Railroad, trackage, Mt. Carmel and Shamokin.

Pennsylvania Railroad, trackage, West Newark and Jersey City.

Pennsylvania Railroad Company, trackage, Spring Garden Junction to Pottsville.

Parclay Railroad, Barclay Junction to Monroeton.

Philadelphia and Erie Railroad, Pottsville to New Boston.

Western Union Telegraph Company.

LEWISBURG AND TYRONE RAILROAD COMPANY.

Date of organization: December 31, 1879.

By what authority incorporated: Commonwealth of Pennsylvania, an act, approved April 8 1861, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	May 4, 1896.
James P. Coburn,	Aaronsburg, Pa.,	do.
S. C Stewart,	Tyrone, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
W H. Barnes,	Philadelphia,	do.
Charles E. Pugh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Postoffice address of operating company: Pennsylvania Railroad Company, Broad Street Station, Philadelphia, Pa.

9-8-95

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel Rea	Philadelphia.
Secretary, Treasurer	James R. McClure	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.
Lewisburg and Tyrone Railroad.	Tyrone	Fairbrook	Pennsylvania Railroad Company.	19.90
	Fairbrook	Scotia	Pennsylvania Railroad Company.	5.26
	Juniata Jc.	Juniata	Pennsylvania Railroad Company.	2.08
	Lewisburg	Lemont Jc.,	Pennsylvania Railroad Company.	57.60
	Montandon, Lewisburg	Lewisburg Bridge.	Pennsylvania Railroad Company.	.24
Total mileage				85.08

The Lewisburg and Tyrone Railroad Company is leased to the Pennsylvania Railroad Company for the term of ninety-nine years from and after the first day of January, 1880. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$1,566 287 94	Capital stock	$1,200,000 00
Cash and current assets	1,510 06	Current liabilities	301,030 13
		Profit and loss	66,767 87
Grand total	$1,567,798 00	Grand total	$1,567,798 00

LIGONIER VALLEY RAILROAD COMPANY.

Date of organization: April 29, 1871.

Under laws of what government or state organized: Incorporated under the general railroad laws of Pennsylvania, act of February, 1849, as the Latrobe and Ligonier Railroad and by acts of Assembly, approved April 15, 1853 and supplements April 14, 1866; April 17, 1869; March 15, 1871, and May 2, 1871, name changed to Ligonier Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. Mellon	Pittsburg	January 13, 1896.
T. A. Mellon	Pittsburg	do.
J. R. Mellon	Pittsburg	do.
A. W. Mellon	Pittsburg	do.
R. B. Mellon	Pittsburg	do.
W. J. Mitchell	Pittsburg	do.
A. M. Thorne	Pittsburg	do.
Geo. Senft	Ligonier, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating office: Ligonier, Westmoreland county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. Mellon,	Pittsburg.
Secretary,	A. W. Mellon,	Pittsburg.
Treasurer,	R. B. Mellon,	Pittsburg.
General Solicitor,	E. E. Robbins,	Greensburg, Pa.
Auditor,	J. R. Mellon,	Pittsburg.
General Manager,	T. A. Mellon,	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS,		Total mileage of road.
	From—	To—	
Ligonier Valley Railroad Company,	Latrobe,	Ligonier,	10.5

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$249,148 88	Capital stock,	$160,000 00
Cost of equipment,	30,440 20	Funded debt,	75,000 00
Cash and current assets,	3,423 79	Current liabilities,	2,379 91
		Profit and loss,	45,652 96
Grand total,	$283,012 87	Grand total,	$283,012 87

LITTLE SAW MILL RUN RAILROAD COMPANY.

Date of organization: July 23, 1850.
By what authority incorporated: Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Callery,	Pittsburgh,	May 31, 1896.
W. J. Burns,	Pittsburgh,	do.
J. S. Scully,	Pittsburgh,	do.
E. H. Stowe,	Sewickley, Pa,	do.
C. S. Fetterman,	Pittsburgh,	do.
John R. Neeld,	Banksville, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 25, 1895.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jehu Haworth,	Pittsburgh.
Secretary,	C. S. Fetterman,	do.
Treasurer,	W J Burns,	do.
General Solicitor, Attorney or Counsel,	C. S Fetterman,	do.
General Manager,	R. W. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
The Little Saw Mill Run Railroad Co.,	Pittsburgh,	Banksville,	3

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$191,642 61	Capital stock,	$144,125 00
Cost of equipment,	146,382 31	Funded debt,	140,500 00
Casb and current assets,	23,659 36	Current liabilities,	340 00
		Accrued interest on funded debt not yet payable,	2,867 67
		Profit and loss,	73,842 61
Grand total,	$361,684 28	Grand total,	$361,684 28

LITTLE SCHUYLKILL NAVIGATION RAILROAD AND COAL COMPANY.

Date of organization: October 15, 1829.

By what authority incorporated: Acts of Assembly of State of Pennsylvania, February 20, 1826, "to make a lock navigation on the East branch of the river Schuylkill, called Little Schuylkill;" with supplements April 10, 1826, to purchase lands; March 20, 1827, to purchase additional lands; April 14, 1828, to make a railroad; April 23, 1829, to change title to Little Schuylkill Navigation Railroad and Coal Company; April 8, 1833, sundries; April 7, 1846, sundries; March 8, 1847, sundries; April 22, 1863, to sell lands. Letters patent, September 14, 1829. License, December 1, 1831.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas McKean,	Philadelphia,	Annual meeting of the stockholders which takes place January 10, 1895.
John R Fell,	do.	
Charles Edward Ingersoll,	do.	
David Reeves,	do.	
Henry P. McKean, Jr.,	do.	
Beauvian Borie,	do.	

Date of last meeting of stockholders for election of directors: January 9, 1895.

Postoffice address of general office: 410 Walnut street, Philadelphia, Pa.

Postoffice address of operating company: Philadelphia and Reading Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Carroll S Tyson,	Philadelphia.
Secretary,	Joseph Lapsley Wilson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Little Schuylkill Navigation Railroad and Coal Company.	Port Clinton,	Tamaqua,	Philadelphia & Reading Railroad Company.	28.10
	Tamaqua,	Newkirk,	Philadelphia & Reading Railroad Company.	1.50
	Tamaqua,	Greenwood,	Philadelphia & Reading Railroad Company.	1.50
East Mahanoy Railroad Company.	East Mahanoy Junc.	Wash House run, near Mahanoy City.	Philadelphia & Reading Railroad Company.	10.72
	East Mahanoy tunnel.	Nesquehoning Valley Junc.	Philadelphia & Reading Railroad Company.	3.38
Total,				45.20

Lease and contract: Little Schuylkill Navigation Railroad and Coal Company (Lessee), and East Mahanoy Railroad Company, January 12, 1863, for ninety-nine years, to pay "a sum equal to 6 per cent. per annum upon the capital stock," and a further sum (not exceeding $2,000.00 per annum) for office expenses.

Lease and contract: Philadelphia and Reading Railroad Company (Lessee), and Little Schuylkill Navigation Railroad and Coal Company, July 7, 1868, for ninety-three years; leasing the railroads of Little Schuylkill Navigation Railroad and Coal Company and East Mahanoy Railroad Company; to pay $185,227.00 per annum, such sums of money as may become due under East Mahanoy Railroad Company, lease (as above noted).

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,405,943 75	Capital stock,	$2,487,850 00
Stocks owned,	86,350 00	Current liabilities,	19,848 19
Bonds owned,	27,810 00	Profit and loss,	78,595 28
Mortgage in Tamaqua,	700 00		
Cash and current assets,	65,489 72		
Grand total,	$2,586,293 47	Grand total,	$2,586,293 47

LOYALSOCK RAILROAD COMPANY.

Date of organization: December 3, 1884.
By what authority incorporated: General railroad act of April 4, 1868, and supplements thereto. State of Pennsylvania.
Operated by the Lehigh Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia,	January, 1896.
John R. Fanshawe,	Philadelphia,	do.
Henry S. Drinker,	Philadelphia.	do.
Robert H. Sayre.	South Bethlehem.	do.
John B. Garrett,	Philadelphia,	do.
J K. Mosser.	Allentown,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Elisha P. Wilbur,	S. Bethlehem.
Vice President,	Chas. Hartshorne,	Philadelphia.
Secretary.	John R. Fanshawe,	do.
Treasurer,		
Comptroller,	saac McQuilkin,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From--	To—		
Loyalsock Railroad,	Shawenese Lake.	Bernice,	Philadelphia and Reading Railroad Company, from July 1, 1893, to August 1, 1893.	30.80
Sundry Branches,	Various,	Various,	Lehigh Valley Railroad Company, from Aug. 1, 1893 to June 30, 1894.	11.60
Total mileage.				42.40

The Lehigh Valley Railroad Company owns the entire capital stock of the Loyalsock Railroad Company and the road is operated as a part of the Lehigh Valley Railroad system.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$458,284 02	Capital stock.	$300.000 00
		Current liabilities,	158,284 02
Grand total,	$458,284 02	Grand total,	$458,284 02

LYKENS VALLEY RAILROAD AND COAL COMPANY.

Date of organization: Was made sometime in the years 1830 to 1833 inclusive. Records of that period are not in the possession of present officers.

By what authority incorporated: Charter granted by Commonwealth of Pennsylvania, April 7, 1830. Supplementary acts passed March 30, 1833; March 13, 1839; April 26, 1850; May 3, 1850; April 9, 1859, and March 21, 1861.

This road is leased to the Summit Branch Railroad Company by whom the rent is paid to us. We have been informed, but unofficially, that the road is operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William A. Nash,	New York, N. Y.,	First Monday of May, 1896.
Frederick A. Platt,	Lakewood, N. J.,	do. do.
John W. Hoffman,	Philadelphia,	do. do.
Isaac H. Platt,	Lakewood, N. J.,	do. do.
Thomas T. Barr,	Brooklyn, N. Y.,	do. do.
James R. Cowing,	Brooklyn, N. Y.,	do. do.
Frederick J. Middlebrook,	New York city, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: First Monday of May, 1895.

Postoffice address of general office: 13 William street, New York.

Postoffice address of operating company: Leased to Summit Branch Railroad Company. General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	William A. Nash,	13 William street, New York.
Secretary, Treasurer,	Charles Emmet,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Lykens Valley Railroad and Coal Company.	Millersburg, Pa.,	Williamstown, Pa.	Leased to the Summit Branch Railroad Company by whom the rent is paid. We have reason to believe that the road is operated by the Northern Central Railway Company but have no official notice to that effect.	19.70

The Lykens Valley Railroad, extending from its junction with the Northern Central Railway near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock and the privileges and appurtenances whatever, belonging to or connected with said railroad, or used for working the same, belonging to the Lykens Valley Railroad and Coal Company, were on the first day of March, 1866, leased to the Summit Branch Railroad Company for the term of 999 years at an annual rent of $62,500.

The lessees to keep the property in repair and to pay all taxes, duties ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any county, town or borough in which the said railroad is situated, except only the income tax of the United States on the sum of $62,500, stipulated to be paid for rent.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$569,739 62	Capital stock	$600,000 00
Cost of equipment,	17,000 00	Profit and loss,	5,051 05
Stocks owned,	7,608 75		
Lands owned	9,027 62		
Cash and current assets	1,675 06		
Grand total	$605,051 05	Grand total	$600,051 05

McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization: March 20, 1895.

By what authority incorporated: Under general law, State of Pennsylvania, act of April 4, 1868, and its supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Horace Crosby,	Pittsburgh,	4th Tuesday of January, 1896.
E. C. Converse,	New York, N. Y.,	do. do.
W. N. Martin,	McKeesport, Pa.,	do. do.
Wm. B. Schiller,	McKeesport, Pa.,	do. do.
J. W. Downer, Jr.,	New York, N. Y.,	do. do.
C. I. O'Connor,	McKeesport, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 22, 1895.

Postoffice address of general office: McKeesport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Horace Crosby	McKeesport, Pa.
Secretary	J. W. Downer, Jr.,	New York, N. Y.
Treasurer	Wm. B. Schiller,	McKeesport, Pa.
Chief Engineer, "M. M.,"	G. N. Riley,	McKeesport, Pa.
General Solicitor, Att'y or Counsel,	W. B. Rodgers,	Pittsburg.
Auditor	A. T. Stewart,	McKeesport, Pa.
General Manager	E. C. Converse,	New York, N. Y

PROPERTY OPERATED.

NAME.	TERMINALS.		Total miles of road.
	From—	To—	
McKeesport Connecting Railroad	McKeesport, Pa.	Port Perry, Pa.	.58

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$19,143 16	Capital stock	$40,000 00
Cost of equipment	32,907 49	Current liabilities	27,955 71
Cash and current assets	21,629 43	Profit and loss	5,724 37
Grand total	$73,680 08	Grand total	$73,680 08

MAHONING STATE LINE RAILROAD COMPANY.

Date of organization, August 10, 1891.

Under laws of what government or state organized: General laws of Ohio.

If a consolidated company, name the constituent companies: Mahoning State Line Railroad Company and the Carbon Limestone Railroad Company which was organized April 13, 1894, under the general laws of the State of Pennsylvania.

Operated by Pittsburgh and Lake Erie Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. H. Reed	Pittsburg	January 13, 1896.
Jno. G. Robinson	Pittsburg	do.
James Shaw	Youngstown, O	do.
Meyron Wood	Youngstown, O	do.
J. P. Wilson	Youngstown, O	do.
Geo. Berger	New Castle, Pa	do.
Jno. Walters	Youngstown, O	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Youngstown, Ohio.

Postoffice address of operating office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. H. Reed	Pittsburg.
Secretary, Treasurer	Jno. G. Robinson	do.
Auditor	C. H. Bronson	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Mahoning State Line Railroad.	Bentley	Shaw Junct	Pittsburg and Lake Erie	3.15

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$92.144 84	Capital stock	$60.000 00
		Current liabilities	31,394 84
		Profit and loss	750 00
Grand total	$92,144 84	Grand total	$92.144 84

MAHONING VALLEY RAILROAD COMPANY.

Date of organization: October 14, 1890.

By what authority incorporated: An act approved April 4, 1868, and acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Adrain Iselin	New York City	January 20, 1896.
Adrain Iselin, Jr.	New York City	do.
C. O. D. Iselin	New York City	do.
J. H. Hocart	New York City	do.
John McLeavy	Helvetia, Pa.	do.
Geo. W. Downes	Punxsutawney, Pa.	do.
W. R. Cole	Helvetia, Pa.	do.
W. E. VanDyke	Helvetia, Pa.	do.
W. F. Arms	Helvetia, Pa.	do.
Harry C. Shea	Helvetia, Pa.	do.
C. H. McCauley	Ridgway, Pa.	do.

Date of last meeting of stockholders for election of directors: January 21, 1895.

Postoffice address of general office: Helvetia, Clearfield county, Pennsylvania.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Adrian Iselin	New York City.
Secretary	W. R. Cole	Helvetia, Pa.
Treasurer	John McLeavy	Helvetia, Pa.
Chief Engineer	Walter F. Arms	Helvetia, Pa.
Auditor	Geo. W. Downes	Helvetia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mahoning Valley Railroad Company	Helvetia	Stanley	1.89
Buffalo, Rochester and Pittsburgh Railway Company.	Stanley	Falls Creek	8.07
Total mileage			9.96

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$71,975 04	Capital stock	$45,000 00
Cost of equipment	209,815 07	Funded debt	48,000 00
Cash and current assets	6,939 55	Current liabilities	167,564 64
Materials and supplies	1,422 83	Profit and loss	29,587 85
Grand total	$290,152 49	Grand total	$290,152 49

MARTIN'S CREEK RAILWAY COMPANY OF PENNSYLVANIA.

Date of organization: April 14, 1885.

By what authority incorporated: General railroad act of the Legislature of Pennsylvania dated April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia	January 20, 1896.
Amos R. Little	Philadelphia	do.
George B. Roberts	Philadelphia	do.
N. P. Shortridge	Wynnewood, Pa.	do.
Henry D. Welsh	Philadelphia	do.
Samuel Rea	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. H. Wilson	Broad Street Station, Philadelphia.
Secretary	F. W. Sehwarr	do. do.
Treasurer	Jno. M. Wood	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Martin's Creek Railway	Middle of Delaware river.	A connection with the Bangor and Portland Railroad near the mouth of Martin's Creek, Pa.	Pennsylvania Railroad	.15

The entire capital stock of the Martin's Creek Railway Company is owned by the Belvidere Delaware Railroad Company, and it is operated under lease from that company dated February 15, 1876, to the United New Jersey Railroad and Canal Company from January 1, 1876, to June 30, 2870, which was assigned to the Pennsylvania Railroad Company March 7, 1876. Surplus, after paying expenses and fixed charges to be paid the lessee.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$30,000 00	Capital stock	$30,000 00
Grand total	$30,000 00	Grand total	$30,000 00

MEADVILLE, CONNEAUT LAKE AND LINESVILLE RAILROAD COMPANY.

Date of organization: June 27 1891.
By what authority incorporated: Act of Assembly, approved April 8, 1861.
Operated by P. S. & L. E. R. R. Co.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. C. Huidekoper	Meadville, Pa.,	May, 1896.
Samuel B. Dick	do.	do.
Jas. D. Gill	do.	do.
W. S. Harper	do.	do.
Edgar Huidekoper	do.	do.
John Dick	do.	do.
John E. Reynolds	do.	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of general office: Meadville, Pa.
Postoffice address of operating company: Meadville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. C. Huidekoper	Meadville, Pa.
Secretary, Treasurer	Geo. F. Cullum	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.
Meadville, Conneaut Lake and Linesville Railroad.	Meadville, Pa.,	Linesville, Pa.,	P. S. & L. E. R. R.,	21.50
	Exposition Br.,		P. S. & L. E. R. R.,	1.20
	Vallonia Branch,		P. S. & L. E. R. R.,	1.20
Total mileage				23 90

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$400,000 00	Capital stock, ...	$200,000 00
		Funded debt, ...	200,000 00
Grand total.	$400,000 00	Grand total, ...	$400,000 00

MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

Date of organization: July 31, 1888.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Howard T. Nalsby, ...	Philadelphia, ...	Fourth Tuesday in January, 1896.
B. H. Ball, ...	do.	do. do.
I. A. Sweigard, ...	do.	do. do.
D. Jones.	do.	do. do.
C. G. Hancock, ...	do.	do. do.
C. K. Clark, ...	do.	do. do.
W. G. Brown, ...	do.	do. do.
G. Zeigler.	do.	do. do.
C. E. Metzler.	do.	do. do.

Date of last meeting of stockholders for election of directors: Tuesday, January 22, 1895.

Postoffice address of general office: Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Joseph S. Harris, ...	Philadelphia.
Secretary, ...	W. R. Taylor, ...	do.
Treasurer, ...	W. A. Church, ...	do.
Comptroller, ...	D. Jones.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Middletown and Hummelstown railroad,	Middletown, Pa., . . .	Hummelstown, Pa., . .	6.60

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$187,430 29	Capital stock,	$175,000 00
Profit and loss,	22,076 74	Current liabilities,	34,507 03
Grand total.	$209,507 03	Grand total,	$209,507 03

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY.

Date of organization: Incorporated April 2, 1860.

By what authority incorporated: Act April 2, 1860 and supplementary May 1, 1861; March 23, 1865; March 6, 1867.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
R. D. Barclay,	Philadelphia,	Third Tuesday in February,	1896.
W. H. Barnes,	Philadelphia,	do.	do.
G. B. Roberts,	Philadelphia.	do.	do.
John P. Green.	Philadelphia,	do.	do.
W. H. Wilson,	Philadelphia,	do.	do.
Henry D. Welsh,	Philadelphia,	do.	do.
George Wood,	Philadelphia,	do.	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.	do.
G. W. Elder,	Lewistown, Pa.,	do.	do.
R. H. Lee, Jr.,	Lewistown, Pa.,	do.	do.
James H. Mann,	Lewistown, Pa.,	do.	do.
H. T. Townsend,		do.	do.

Date of last meeting of stockholders for election of directors: February 20, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Tabor Ashton,	do.
Real Estate Agent.	John C. Wilson.	do.
Conveyancer.	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Mifflin and Centre County Railroad.	Lewistown Junction.	Milroy,	Pennsylvania Railroad Company.	12.43

Leased to the Pennsylvania Railroad Company for 999 years from March 19, 1863. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$372,439 39	Capital stock	$167,775 00
Cash and current assets	9,840 88	Funded debt	200,000 00
		Current liabilities	12,503 50
		Profit and loss	2,001 77
Grand total	$382,280 27	Grand total	$382,280 27

MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Date of organization: February 7, 1828.
By what authority incorporated: Pennsylvania, February 7, 1828.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.		DATE OF EXPIRATION OF TERM.
A. J. Antelo	Reading Terminal, Philadelphia		December, 1895.
Theo. Voorhees	do.	do.	do.
James Boyd	do.	do.	do.
D. Jones	do.	do.	do.
Wm. R. Taylor	do.	do.	do.
James M. Landis	do.	do.	do.

Date of last meeting of stockholders for election of directors: December 31, 1894.
Postoffice address of general office: 407 Library street, Philadelphia.
Postoffice address of operating company: Philadelphia and Reading Railroad Company, Reading Terminal.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Jos. S. Harris	Philadelphia.
Secretary	W. R. Taylor	do.
Treasurer	W. A. Church	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Mill Creek and Mine Hill Navigation and Railroad Company.	Mill Creek	New Castle	Philadelphia and Reading Railroad Company.	3.80

The Mill Creek and Mine Hill Navigation and Railroad Company was leased to the Philadelphia and Reading Railroad Company July 25, 1861, for 999 years at an annual rental of $33,000 and taxes.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$323,045 00	Capital stock,	$323,375 00
Cash and current assets,	18,488 91	Current liabilities,	16,548 75
		Profit and loss,	1,610 16
Grand total,	$341,533 91	Grand total,	$341,533 91

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Date of organization: March 24, 1828.

Under laws of what government or state organized: Act of March 24, 1828.

If a consolidated company, name the constituent companies: Mine Hill and Schulykill Haven Railroad Company, chartered March 24, 1828; Mt. Eagle and Tremont Railroad, chartered April 29, 1853; Schuylkill Haven and Lehigh River Railroad, chartered July 14, 1862.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Benj. H. Shoemaker,	205 N. 4th street, Philadelphia,	First Monday in January,	1895.
Frederic Fraley,	1009 Walnut street, Philadelphia.	do.	do.
Jno. W. Biddle,	459 Marshall street, Philadelphia.	do.	do.
Wm. Hacker,	Penna Terminal. Philadelphia,	do.	do.
Alfred Jones,	Germantown. Philadelphia,	do.	do.
J. G. McCollin,	506 Marshall street, Philadelphia,	do.	do.
B. R. Leeds,	3221 N. 17th street, Philadelphia,	do.	do.
P. C. Garrett,	Logan P. O.,	do.	do.
Thos. McKean,	154 Dock street. Philadelphia,	do.	do.
R. F. Warner,	School Lane, Germantown, Philadelphia.	do.	do.
J. S. Jenks,	241 Chestnut street, Philadelphia.	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 119 South Fourth street, Philadelphia.

Postoffice address of operating office: Philadelphia and Reading Railroad, Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Benj. H. Shoemaker,	119 S. 4th street, Philadelphia.
Secretary,	J. G. McCollin,	119 S. 4th street, Philadelphia.
Treasurer,	Jno. W. Biddle,	119 S. 4th street, Philadelphia.
Attorney or General Counsel,	J. Sergeant Price,	709 Walnut street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Mine Hill and Schuylkill Raven Railroad.	Schuylkill Haven	Locust Gap, Tremont and New Lincoln.	Philadelphia and Reading Railroad.	51.8

The Mine Hill and Schuylkill Haven Railroad was leased May 12, 1864 to the Philadelphia and Reading Railroad for 999 years at a rate of 8 per cent. on the capital stock.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$4,165,572 49	Capital stock	$4,210,200 00
Bonds owned	359,000 00	Current liabilities	3,422 13
Cash and current assets	21,868 59	Contingent fund	359,000 00
Profit and loss	26,181 05		
Grand total	$4,572,622 13	Grand total	$4,572,622 13

MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization: March 31, 1885.

Under laws of what government or state organized: State of Pennsylvania, act of April 1, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. A. Laughlin	Pittsburg	January 13, 1896.
B. F. Jones	do.	do.
G. M. Laughlin	do.	do.
W. L. Jones	do.	do.
Jas. Laughlin, Jr.	do.	do.
B. F. Jones, Jr.	do.	do.
W. L. King	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Third avenue and Fry streets, Pittsburgh.

Postoffice address of operating office: Third avenue and Fry streets, Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	H. A. Laughlin	Pittsburg.
Vice President	Jas. Laughlin, Jr.	do.
Secretary	Benjamin Page	do.
Treasurer	Jas. Laughlin, Jr	do.
Counsel	J. D. McKennan	do.
Auditor	Benjamin Page	do.
General Manager	W. W. Willock	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line,	Ormsby,	Laughlin,	.90
South Side Branch,	Main line,	P. & L. E. R. R.,	.30
West Branch,		Along Monongahela river.	.87
Other Branches,			1.06
Total mileage,			3.13

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$711,305 99	Capital stock,	$450,000 00
Cost of equipment,	40,041 75	Funded debt,	200,000 00
Cash and current assets,	51,351 24	Current liabilities,	11,924 95
Materials and supplies,	3,605 61	Earnings applied to construction, equipment and rights of way,	101,347 74
		Profit and loss,	43,031 90
Grand total,	$806,304 59	Grand total,	$806,304 59

MONT ALTO RAILROAD COMPANY.

Date of organization: November 14, 1871.

By what authority incorporated: Laws of the State of Pennsylvania, an act to incorporate, 3d May, 1864; an act extending time completion, 9th March, 1870; supplement to an act to incorporate, 6th April, 1870.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Thomas B. Kennedy,	Chambersburg, Pa.,	May 13, 1896.
M. C. Kennedy,	Chambersburg, Pa.,	do.
J. F. Boyd,	Chambersburg, Pa.,	do.
Hastings Gehr,	Chambersburg, Pa.,	do.
A. E. Price,	Waynesboro', Pa.,	do.
Ezra Frick,	Waynesboro', Pa.,	do.
S. B. Rinehart,	Waynesboro', Pa.,	do.

Date of last meeting of stockholders for election of directors: 8th May, 1895.

Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary,	Edward B. Wiestling,	do.
Treasurer,		
Auditor,	W. L. Ritchey,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mount Alto Railroad Company, ...	Junction with Cumberland Valley.	Waynesboro', Pa., . . .	17.89

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES	TOTAL.
Cost of road, ...	$218,204 75	Capital stock, ...	$110,000 00
Cost of equipment, ...	16,795 25	Funded debt, ...	125,000 00
Cash and current assets, ...	6,985 36	Current liabilities.	148,492 17
Profit and loss, ...	141,506 81		
Grand total, ...	$383,492 17	Grand total, ...	$383,492 17

MONTOUR RAILROAD COMPANY.

Date of organization: September, 1877.

By what authority incorporated: An act to authorize the formation and regulation of railroad companies; an act of the General Assembly of the Commonwealth of Pennsylvania approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Wm. J. McKinnie, . .	Cleveland, O.	W. M. Short, ...	Pittsburgh.
U. A. Andrews, ...	Pittsburgh.	W. B. Rodgers, . . .	do.
W. B. Case, ...	Pittsburgh.	J. R. McCreary, . . .	do.

Date of last meeting of stockholders for election of directors: March 8, 1894.

Postoffice address of general office: 95 Fifth avenue, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Wm. J. Mckinnie, ...	Cleveland, O.
Secretary, ...	W. M. Short, ...	Pittsburg.
Treasurer, ...		
General Solicitor, Att'y or Counsel. . .	W. B. Rodgers, ...	Pittsburgh.
Auditor, ...	W. B. Case, ...	Pittsburgh.
General Counsel, ...	U. A. Andrews, ...	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main line owned, ...	Montour Junction, Pa.,	Imperial, Pa., ...	11.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road and equipment, ...	$200,000 00	Capital stock and funded debt, . .	$200,000 00
Cash and current assets, ...	4,379 14	Profit and loss, ...	4,379 14
Grand total, ...	$204,379 14	Grand total, ...	$204,379 14

MONTROSE RAILWAY COMPANY.

Date of organization: April 15, 1869; supplement March 17, 1871; charter signed April 3, 1871.
By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
M. S. Desaner, ...	Montrose, Pa., ...	January, 1896.
S. D. Thomas, ...	Springville, Pa., ...	do.
H. K. Sherman, ...	Springville, Pa., ...	do.
Azur Lathrop, ...	Montrose, Pa., ...	do.
Paul Billings, ...	Tunkhannock, Pa., ...	do.
W. E. ———, ...	Tunkhannock, Pa., ...	do.
J. S. Tarbell, ...	Montrose, Pa., ...	do.
Abram Luce, ...	Montrose, Pa., ...	do.
Alonzo P. Blakslee, ...	Delano, Pa., ...	do.
Chas. R Sayer, ...	Montrose, Pa., ...	do.
Robt. Blakslee, ...	Springville, Pa., ...	do.
R. L. Creslin, ...	White Haven, Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Mauch Chunk, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	James I. Blakslee, ...	Mauch Chunk, Pa.
Secretary, ...	Asa P. Blakslee, ...	Mauch Chunk, Pa.
Treasurer, ...		
Gen'l Solicitor, Attorney or Counsel, .	Hon. Wm. M. Post, ...	Montrose, Pa.
	Clarence E. Little, ...	Montrose, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Montrose Railway, ...	Tunkhannock, Pa., . .	Montrose, Pa , ...	28.00

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$332,486 18	Capital stock, ...	$307,427 21
Cost of equipment, ...	41,308 13	Current liabilities, ...	175 08
Cash and current assets, ...	2,386 04	Profit and loss, ...	68,578 06
Grand total, ...	$376,180 35	Grand total, ...	$376,180 35

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company pays a rental of 40 per cent. of gross receipts.
The United States Government pays quarterly an amount based on weight of mail carried.

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY.

Date of organization: July 16, 1842.
By what authority incorporated: Pennsylvania, act of July 16, 1842.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. J. Antelo, ...	407 Library street, ...	Last Monday in December, 1895.	
Theo. Voorhes, ...	do.	do.	do.
Jas. Boyd, ...	do.	do.	do.
D. Jones, ...	do.	do.	do.
Wm. R. Taylor, ...	do.	do.	do.
Jas. M. Landis, ...	do.	do.	do.

Date of last meeting of stockholders for election of directors: December 31, 1894.
Postoffice address of general office: 407 Library street, Philadelphia.
Postoffice address of operating company: Reading Terminal.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Jos. Harris	Reading Terminal.
Secretary	W. R. Taylor	Philadelphia.
Treasurer	W. A. Church	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Ilm
	From—	To—		
Mt. Carbon and Port Carbon Railroad Company.	Mt. Carbon	Port Carbon	Philadelphia and Reading Railroad.	2.50

Railroad and property of the Mt. Carbon and Port Carbon Railroad Company leased to the Philadelphia and Reading Railroad Company for 50 years from March 15, 1860, at an annual rental of $36,250.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$282,815 45	Capital stock	$282,350 00
Cash and current assets	2,066 75	Current liabilities	1,375 94
		Profit and loss	1,156 26
Grand total	$284,882 20	Grand total	$284,882 20

MOUNT CARBON AND NATALIE RAILROAD COMPANY.

Date of organization: March, 1891.
By what authority incorporated: General laws of the State.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
N. Taylor	Natalie, Pa.	March 22, 1896.
J. G. Case	New York city, N. Y.	do.
Fred. Wiltse	New York city, N. Y.	do.
T. S. Vincent	Danville, Pa.	do.
K. P. Emmons	St. George, N. Y.	do.
D. J. Sullivan	New York city, N. Y.	do.
George W. Moon	Wilkes-Barre, Pa.	do.

Date of last meeting of stockholders for election of directors: March 21, 1895.
Postoffice address of general office: Natalie, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	N. Taylor,	Natalie, Pa.
President,	N. Taylor,	do.
Vice President,	J. G. Case,	do.
Secretary,	J. G. Case,	do.
Treasurer,	F. P. Dietrich,	do.
Attorney, or General Counsel,	Geo. W. Moon,	do.
General Manager,	Henry Vincent,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Mount Carmel and Natalie Railroad Company.	Alaska, Pa.,	Natalie, Pa.,	Philadelphia and Reading Railroad Company.	7

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$123,774 75	Capital stock,	$175,000 00
Cash and current assets,	308,883 76	Funded debt,	175,000 00
Profit and loss,	40,851 69	Current liabilities,	123,510 20
Grand total,	$473,510 20	Grand total,	$473,510 20

MT. JEWETT, KINZUA AND RITERVILLE RAILROAD COMPANY.

Date of organization: April 27, 1889.
By what authority incorporated: General act approved April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Elisha K. Kane,	Kushequa, Pa.,	January 20, 1896.
Thomas L. Kane,	Kane, Pa.,	do.
Evan O'N. Kane,	Kane, Pa.,	do.
J. D. Magowan,	Kane, Pa.,	do.
J. D. Watts,	New York, N. Y.,	do.
Thos. M. McClellan,	Mt. Jewett, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.
Postoffice address of general office: Kushequa, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Elisha K. Kane,	Kushequa, Pa.
Secretary,	T. L. Kane,	Kane, Pa.
Treasurer,	Zella E. Kane,	Kushequa, Pa.
Chief Engineer.	M. J. Dill,	Kane, Pa.
Auditor,	A. B. Cody.	Kushequa, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mt. Jewett, Kinzua and Ritervllle Railroad.	Mt. Jewett.	Camp Halsey.	5
	Kushequa,	Gaffney's.	1
	McAmbley's Junction,	McAmbley's,	.50
	Pintown,	Pond.	.50
	Pintown.	Clothes-pin factory.	.25
	Main line,	Kushequa yard,	.25
	Main line,	Planing mill.	.07
	Main line,	Barn,	.18
Kinzua Hemlock Railroad,	Camp Halsey,	Westline.	8.50
	Pine Run,	Emil Johnson's.	1.50
	Tally-ho.	Gust Lautz's,	.75
	Westline,	Thunder Shower.	.40
	Westline	Turnip run,	.13
	Westline.	Westline Mill.	.40
	Long Run,	Camp Run,	.13
Total mileage operated,			19.56

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$76.021 97	Capital stock.	$80.000 00
Stocks owned,	55.950 00	Funded debt.	70.000 00
Cash and current assets,	29.270 30	Current liabilities,	23.117 63
Materials and supplies,	5.257 92	Profit and loss.	3.382 56
Grand total,	$176,500 19	Grand total,	$176,500 19

MT. JEWETT AND SMETHPORT RAILROAD COMPANY.

Date of organization: May 23, 1892.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

Articles of association and charter being recorded in the recorder's office of McKean county on March 31, 1893, in miscellaneous book 20 at pages 339, etc.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
B. F. Hazletor.	Bradford, Pa.,	January 3, 1896.
E. E. Tait.	Bradford, Pa.,	do.
E. F. Clark.	Bradford, Pa.,	do.
F. P. Hazleton,	Bradford, Pa.,	do.
T. P. Thompson.	Bradford, Pa.,	do.
C. D. Purple.	Lamberton, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	B. F. Hazleton	Bradford, Pa.
Vice President	E. F. Clark	do.
Secretary	F. P. Hazleton	do.
Treasurer	E. E. Tait	do.
Gen'l Solicitor, Attorney or Counsel	E. E. Tait	do.
Auditor	F. P. Hazleton	do.
General Manager	E. F. Clark	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mt. Jewett and Smethport Railroad Co.	Mt. Jewett, Pa.	Hazlehurst, Pa.	5

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$46,110 06	Capital stock	$150,000 00
Cost of equipment	13,050 76	Current liabilities	1,378 44
Cash and current assets	1,922 28	Profit and loss	2,704 66
Due on capital stock	93,000 00		
Grand total	$154,083 10	Grand total	$154,083 10

MOUNT PENN GRAVITY RAILROAD COMPANY.

Date of organization: April 26, 1889.
By what authority incorporated: Under general railroad laws.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
B. F. Owen	Reading, Pa.	January, 1895.
James Nolan	do.	do.
S. E. Ancona	do.	do.
Jesse G. Hawley	do.	do.
Thos. P. Merritt	do.	do.
Frank S. Livingood	do.	do.
M. B. McKnight	do.	do.
D. H. Wingerd	do.	do.
Wm. R. McIlvaine	do.	do.
H. A. Muhlenberg	do.	do.
J. G. Leinbach	do.	do.
Jno. Barbey	do.	do.
Matthias Moyer	do.	do.
Ferd. Goetz	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: 536 Court street, Reading, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	B. F. Owen,	Reading, Pa.
Vice President,	Matthias Moyer,	do.
Secretary, Treasurer,	Frank S. Livingood,	do.
General Solicitor, Attorney or Counsel,	H. A. Muhlenberg,	do.
General Manager,	Wm. B. Harper,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mt. Penn Gravity Railroad Company,	Mineral Spring Park Station.	Mineral Spring Park Station.	8

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$114,261 71	Capital stock,	$100,000 00
Cost of equipment,	29,488 95	Funded debt,	98,400 00
Cash and current assets,	2,260 28		
Profit and loss,	52,389 06		
Grand total,	$198,400 00	Grand total,	$198,400 00

MT. PLEASANT AND BROAD FORD RAILROAD COMPANY.

Date of organization: May 16, 1870.

By what authority incorporated: State of Pennsylvania, acts February 19, 1849, and April 6, 1870.

Operated by Pittsburgh and Connellsville Railroad Company, lessee, which company is operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. D Meeds,	Pittsburgh,	First Monday, January, 1896.
W. C. Magee,	Pittsburgh.	do. do.
J. B. Jackson,	Pittsburgh,	do. do.
J. D. Callery,	Pittsburgh,	do. do.
S. L. Schoonmaker,	Pittsburgh,	do. do.
C. A. Painter,	Pittsburgh,	do. do.
O. P. Shupe,	Mt. Pleasant, Pa.,	do. do.
A. R. Banning,	Connellsville, Pa.,	do. do.
Jno. D. Frisbee,	Connellsville, Pa.,	do. do.
C. F. Mayer,	Baltimore, Md.,	do. do.
Orland Smith,	Baltimore, Md.,	do. do.
J. H. Pierce,	McKeesport, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 7, 1895.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburg.
Secretary, Treasurer,	A. W. Black,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Mt. Pleasant and Broad Ford Railroad Company.	Broad Ford, Pa.,	Mount Pleasant,	Pittsburg and Connellsville Railroad Company.	9.70

Operated by Baltimore and Ohio Railroad Company by virtue of lease of Pittsburgh and Connellsville Railroad Company, the lessee of this company; lease dated January 2, 1871, for 99 years.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$203,983 07	Capital stock,	$150,500 00
Cash and current assets,	634,245 98	Profit and loss,	687,729 05
Grand total,	$838 229 05	Grand total,	$838,229 05

MOUNT PLEASANT AND LATROBE RAILROAD COMPANY.

Date of organization: August 20, 1881.

Under laws of what government or state organized: Laws of Pennsylvania, approved April 4, 1868.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick,	Pittsburg,	January 14, 1896.
John Walker,	do.	do.
W. F. McCook,	do.	do.
H. M. Curry,	do.	do.
J. G. A. Leishman,	do.	do.
H. W. Barntraeger,	do.	do.
G. B. Bosworth,	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1895.

Postoffice address of general office: P. O. Box 250, Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. C. Frick,	Pittsburgh.
Secretary,	G. B. Bosworth,	do.
Treasurer,		
General Solicitor, Attorney or Counsel,	W. F. McCook,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mt. Pleasant and Latrobe Railroad,	Mt. Pleasant, Pa.,	Texas Branch,	.66

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$13,030 34	Capital stock,	$13,000 00
		Profit and loss,	30 34
Grand total,	$13,030 34	Grand total,	$13,030 34

NESCOPEC RAILROAD COMPANY.

Date of organization: June 3, 1886.
By what authority incorporated: General laws of State of Pennsylvania, April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Samuel Rea,	Philadelphia,	Second Tuesday in May, 1896.	
John P. Green,	Philadelphia,	do.	do.
Wm. H. Barnes,	Philadelphia,	do.	do.
Henry D. Welsh,	Philadelphia,	do.	do.
Amos R. Little,	Philadelphia,	do.	do.
J. C. Bright,	Pottsville, Pa.,	do.	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: May 14, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	F. W. Schwarz,	do.
Treasurer,	J. S. Vanzandt,	do

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Nescopec railroad,	Nescopec,	Rock Glen Junc.,	Pennsylvania Railroad Co.,	11.96

Operated by the Pennsylvania Railroad Company, under resolutions of boards of directors of both companies. Rental, net earnings. Their agreement went into effect April 25, 1887, and is terminable at the option of either party, on thirty days' notice.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$460,395 28	Capital stock,	$259,000 00
Profit and loss,	90,994 05	Funded debt,	200,000 00
		Current liabilities,	92,389 33
Grand total,	$551,389 33	Grand total,	$551,389 33

NESQUEHONING VALLEY RAILROAD COMPANY.

Date of organization: May 14, 1861.
By what authority incorporated: State of Pennsylvania. Special act of May 14, 1861.
Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope,	Philadelphia,	Second Monday in January, 1896.
Effingham B. Morris,	do.	do. do.
J. S. Harris,	do.	do. do.
E. W Clark,	do.	do. do.
P. C. Garrett,	do.	do. do.
Edward Lewis,	do.	do. do.
S. Dickson,	do.	do. do.
E. Hill,	do.	do. do.
Geo. C. Thomas,	do.	do. do.
J. B. Henry,	do.	do. do.
R. V. Massey, Jr.,	do.	do. do.
C. Pardee,	do.	do. do.
J. W. Woolston,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. W. Woolston,	Philadelphia.
Secretary and Treasurer,	C. F. Howell,	do

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Nesquehoning Valley Railroad.	Nesquehoning Junction.	Tamanend.	Central Railroad Company of New Jersey.	16.66

The Nesquehoning Valley Railroad is leased to the Lehigh Coal and Navigation Company, for the term of 999 years from November 4, 1868. The road was sublet to the Central Railroad Company of New Jersey, who operate the road and pay as rental therefor one-third of the gross receipts.

The Lehigh Coal and Navigation Company pay the Nesquehoning Valley Railroad Company as rental under the lease of November 4, 1868, a guaranteed dividend of 5 per cent. per annum on the capital stock with the right of merger or option to pay off the capital stock at par September 1, 1904.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,420,238 33	Capital stock,	$1,418,600 00
Cash and current assets,	1,179 37	Current liabilities,	2,817 70
Grand total,	$1,421,417 70	Grand total,	$1,421,417 70

NEVERSINK MOUNTAIN RAILROAD COMPANY.

Date of organization: February 5, 1889.
By what authority incorporated: Act of April 4, 1868, and acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. Brooke,	Birdsboro', Pa.,	June 28, 1896.
Geo. F. Baer,	Reading, Pa.,	do.
W. F. Wooten,	Reading, Pa.,	do.
M. C. McIlvain,	Reading, Pa.,	do.
R. T. Leaf,	Reading, Pa.,	do.
Wm. D. Smith,	Reading, Pa.,	do.

Date of last meeting of stockholders for election of directors: June 28, 1895.
Postoffice address of general office: 536 Penn street, Reading.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	R. T. Leaf,	Reading, Pa.
Secretary,	H. C. Holden,	do.
Treasurer,	D. W. Stehman,	do.
Gen'l Solicitor, Att'y or Counsel,	Geo. F. Baer,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Neversink Mountain Railroad,	9th and Penn, Reading,	Klapperthal,	8

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$149,238 88	Capital stock,	$100,000 00
Cost of equipment,	65,428 70	Funded debt,	59,000 00
Stocks owned,	24,000 00	Current liabilities,	103,284 53
Lands owned,	11,972 31	Real estate mortgages,	5,500 00
Cash and current assets,	2,764 34		
Profit and loss,	14,380 30		
Grand total,	$267,784 53	Grand total,	$267,784 53

NEWCASTLE AND BEAVER VALLEY RAILROAD COMPANY.

Date of organization: March 29, 1862.

By what authority incorporated: Act of Assembly February 6, 1862; supplement approved February 17, 1863; supplement approved April 20, 1864; supplement approved April 9, 1869.

Operated by the Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Patterson,	New Castle, Pa.,	Second Monday in January, 1896.
Jno B. Jackson,	Pittsburgh,	do. do.
L. Raney,	New Castle, Pa.,	do. do.
Jno. L. Crawford,	New Castle, Pa.,	do. do.
L. S. Hoyt,	New Castle, Pa.,	do. do.
A. R. Lee,	New Castle, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: New Castle, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	S. W. Cunningham.	Pittsburgh.
Secretary, ...	J. A. Crawford, ...	New Castle, Pa.
Treasurer, ...		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
New Castle and Beaver Valley Railroad Company.	New Castle, . . .	Homewood, . .	Pennsylvania Company, .	14.98

June 29, 1865, leased to the Pittsburgh, Fort Wayne and Chicago Railway Company, for ninety-nine years, at a rental of forty per cent. of the gross earnings.

This lease assigned by lessee to Pennsylvania Railroad Company, June 7, 1869. June 29, 1874, the Pennsylvania Railroad Company, conveyed this lease to Pennsylvania Company, to take effect as of date April 1, 1871.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$700,000 00	Capital stock, ...	$700,000 00
Cash and current assets, ...	82,184 68	Current liabilities, ...	1,966 49
		Profit and loss, ...	80,218 19
Grand total, ...	$782,184 68	Grand total, ...	$782,184 68

PENNSYLVANIA COMPANY OPERATING THE NEWCASTLE AND BEAVER VALLEY RAILROAD.

For history of operating company, see report of Pennsylvania Company. History of New Castle and Beaver Valley Railroad Company should be reported by that company.

DIRECTORS.

See report of New Castle and Beaver Valley Railroad Company, for organization of that company. See report of Pennsylvania Company for organization of operating company.

OFFICERS.

See report of New Castle and Beaver Valley Railroad Company for list of officers of that company. See report of Pennsylvania Company for list of officers of operating company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	FROM—	TO—	
New Castle and Beaver Valley Railroad,	Homewood, Pa., ...	New Castle, Pa., ...	14.98

COMPARATIVE GENERAL BALANCE SHEET.

Should be reported by New Castle and Beaver Railroad Company.

CONTRACTS, AGREEMENTS, ETC.

Express companies: The Adams Express Company pays this company 47½ per cent. of its gross receipts from general traffic, and sixty per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom, of each, to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of the receipts, and pays a proportion of the expenses of the telegraph line located on the line of the New Castle and Beaver Valley Railroad.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted.

NEW CASTLE AND BUTLER RAILWAY COMPANY.

Date of organization: September, 1881.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
M. S Marquis, ...	New Castle, Pa.	W. H. Marquis, . . .	New Castle, Pa.
W. E. Reis, ...	New Castle, Pa.		

Date of last meeting of stockholders for election of directors: June, 1895.
Postoffice address of general office: New Castle, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	M. S. Marquis, ...	New Castle, Pa.
Vice President, ...	W. E Reis, ...	do.
Vice President, ...	Ed. Ohl, ...	do.
Treasurer.	W. H. Marquis, ...	do.
Solicitor.	Geo. Grier, ...	do.
General Manager, ...	Geo. B. Berger, ...	do.

11-8-95

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
New Castle and Butler Railroad Company.	New Castle.	Mineral Ridge, ...	2½

NEW CASTLE AND SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1887.

By what authority incorporated: Laws of Pennsylvania.

Operated by the New York, Lake Erie and Western Railroad Company, lessee New York, Pennsylvania and Ohio Railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
G. W. Johnson, ...	New Castle, Pa., ...	May, 1896.
L. Raney.	New Castle, Pa..	do.
Wm. Patterson.	New Castle, Pa..	do.
M. S. Marquis..	New Castle, Pa..	do.
Sam'l W. Dana, ...	New Castle. Pa..	do.
E. H. Wheeler, ...	Sharon, Pa..	do.
Chas. E. Whitehead.	New York City.	do.
E. B. Thomas.	New York City.	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: New Castle, Pa.

Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	G. W. Johnson,.	New Castle. Pa.
Secretary, ...	M. H. Henderson.	do.
Treasurer, ...		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
New Castle and Shenango Valley Railroad.	New Castle, Pa.,	Middlesex, Pa.,	New York, Lake Erie and Western Railroad Co.	16.20

The line of the New Castle and Shenango Valley Railroad Company, is leased by the New York, Pennsylvania and Ohio Railroad Company for a term of ninety-three years and two months beginning March 1, 1889, and terminating April 30, 1982, and is operated by the New York, Lake Erie and Western Railroad Company. Lesse of the New York, Pennsylvania and Ohio Railroad Company as per contract, or lease dated March 1, 1889.

Thirty-two per cent. of the gross earnings to be paid the New Castle and Shenango Valley Railroad Company, as rental. Said thirty-two per cent. guaranteed to be equal to $15,000 per annum, and said New York, Lake Erie and Western and New York, Pennsylvania and Ohio companies to pay annually that amount to the Farmers' Loan and Trust Company, New York, to meet the interest on the bonded debt.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES	TOTAL.
Cost of road,	$541,093 40	Capital stock,	$292,450 00
Cash and current assets,	4 36	Funded debt,	250,000 00
Profit and loss,	10,408 44	Current liabilities,	9,056 20
Grand total,	$551,506 20	Grand total,	$551,506 20

NEW HAVEN AND DUNBAR RAILROAD COMPANY.

Date of organization: November 22, 1892.

By what authority incorporated: By authority of the State of Pennsylvania, of act approved June 8, 1874, and acts supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
C. H. Kimball,	Dunbar, Fayette county, Pa.	Frank A. Hill,	Bullitt Building, Philadelphia.
Rodman Wistar,	257 S. Fourth st., Philadelphia.	John N. M. Shimer,	257 S. Fourth st., Philadelphia.

Postoffice address of general office: 257 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John N. M. Shimer,	257 S. Fourth street, Philadelphia.
Secretary,	Frank A. Hill,	Bullitt Building, Philadelphia.
Treasurer,		
General Solicitor, Att'y or Counsel,	Samuel Dickson,	Bullitt Building, Philadelphia.
General Manager,	Charles McCreary,	Dunbar, Fayette county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
New Haven and Dunbar railroad, ...	Dunbar, Pa., ...	Hill Farm, Pa., . . .	4.39
	Dunbar Furnace, . . .	Stone Quarries, . . .	
	Sidings, ...	Furnace Coke Ovens, &c.	4.80
Total mileage operated.	. . . . .	. . . . .	9.19

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$8,000 00	Capital stock.	$8,000 00
Cash and current assets, ...	21,584 64	Current liabilities, ...	22,945 87
Profit and loss.	1,361 23		
Grand total, ...	$30,945 87	Grand total, ...	$30,945 87

NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY.

Date of organization: July 30, 1890.
By what authority incorporated: By the general law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
H. H. Bechtel, ...	Cincinnati, Ohio.	Second Tuesday of January, 1896.	
B. M. Eby, ...	Newport, Pa., ...	do.	do.
W. H. Gaul, ...	Newport, Pa., ...	do.	do.
Geo. Fleisher, ...	Newport, Pa., ...	do.	do.
James Everhart.	Newport, Pa., ...	do.	do.
James A. Gray, ...	Elliottsburg, Pa., ...	do.	do.
Dr. B. P. Hook, ...	Loysville, Pa., ...	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuseday, January, 1895.
Postoffice address of general office: Newport, Perry county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	David Gring.	Newport, Pa.
Vice President, ...	H. H. Bechtel.	Newport, Pa.
Secretary, ...	Horace Beard.	Newport, Pa.
Treasurer, ...	J. H. Irwin.	Newport, Pa.
General Solicitor, Attorney or Counsel,	W. H. Sponsler.	New Bloomfield, Pa
Auditor, ...	C. K. Miller, ...	Newport, Pa.
General Manager, ...	David Gring.	Newport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Newport and Sherman's Valley Railroad.	Newport, Pa., ...	New Germantown, . . .	30.67

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$299,626 29	Capital stock.	$131,335 00
Cost of equipment, ...	49,401 45	Funded debt.	142,327 50
Cash and current assets.	7,650 50	Current liabilities, ...	92,196 44
Profit and loss, ...	9,180 70		
Grand total, ...	$365,858 94	Grand total, ...	$365,858 94

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

Date of organization: Certificate filed April 27, 1878. Receivers appointed July 26, 1893.
By what authority incorporated: Under the general railroad act of the State of New York, dated April 2, 1850.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John King, ...	Unknown.	November 28, 1895.
John G. McCollough, ...	New York City, ...	
Ogden Mills.	New York City, ...	
J. Lowber Welsh, ...	Philadelphia.	
Abram S. Hewitt, ...	New York City, ...	
William Whitewright.	New York City, ...	
William A. Wheelock, ...	New York City.	
Alexander E. Orr, ...	Brooklyn, N. Y., ...	
Henry H. Cook, ...	New York City, ...	
Morris H. Jessut, ...	New York City, ...	
George W. Quintard, ...	New York City, ...	
William Libby, ...	New York City, ...	
Cortlandt Parker, ...	Newark, N. J	
James J. Goodwin, ...	New York City, ...	
William H. Gilchrist, ...	New York City, ...	
E. B. Thomas, ...	New York City, ...	

Date of last meeting of stockholders for election of directors: November 27, 1894.
Postoffice address of general office: New York city.
Postoffice address of operating office: New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	E. B. Thomas,	P.O. Box 839, N.Y.C'y.
Receiver,	J. G. McCullough,	do.
President,	E. B. Thomas,	do.
Third Vice President,	Andrew Donaldson,	do.
Secretary,	A. R. Macdonough,	do.
Treasurer,	Edward White,	do.
Assistant Treasurer,	W. B. Bancber,	do.
Attorney,	H. Schoonmaker,	do.
Auditor,	W. Farrington,	do.
Traffic Manager,	G. G. Cochran,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
New York, Lake Erie and Western Railroad Company.	Piermont, N. Y.,	Dunkirk, N. Y.,	446.63
Newburgh Branch,	Greycourt, N. Y.,	Newburgh, N. Y.,	18.73
Newburgh and New York Railroad,	Newburgh Junction. N. Y.	Vails Gate Junction. N. Y.	12.64
Buffalo Branch,	Hornellsville. N. Y.,	Attica, N. Y.,	60.92
Erie International Railroad,	Buffalo, N. Y.,	Inter-Bridge, N. Y.,	4.50
Erie and Black Rock Railroad,	Inter-Junction, N.Y.,	Black Rock, N. Y.,	1.14
Conesus Lake Railroad,	Hamilton, N. Y.,	Lakeville, N. Y.,	1.61
Edgerton Branch,	Mayfield, Pa.,	Edgerton Broder. Pa.,	2.50
Bergen & Dundee Railroad,	Garfield, N. J.,	Passaic, N. J.,	2.45
Moosic Mountain and Carbondale,	Winton, Pa.,	Marshwood, Pa.,	4.21
Long Dock Railroad Patterson and Hudson Railway. Patterson and Ramapo Railroad and Union Railroad.	Jersey City, N. J.,	Suffern, N. Y.,	31.24
Newark and Hudson Railroad,	Bergen, N. J.,	Newark, N. J.,	5.62
Paterson and Newark Railroad,	Newark, N J.,	Paterson, N. J.,	11.32
Northern Railroad of New Jersey,	Bergen Junction, N. J.,	Nyack,	26.05
Bergen County Railroad,	Rutherford Junction, N. J.	Ridgewood Junction, N. J.	9.82
Goshen and Deckertown Railroad,	Goshen, N. Y.,	Pine Island, N. Y.,	11.64
Montgomery and Erie Railroad,	Goshen, N. Y.,	Montgomery, N. Y.,	10.43
Middletown and Crawford Railroad,	Crawford Junction, N. Y.	Pine Bush, N. Y.,	10.22
Hawley Branch,	Lackawaxen, Pa.,	Hawley, Pa.,	15.61
Jefferson Railroad, Honesdale Branch,	Hawley, Pa.,	Honesdale, Pa.,	8.18
Jefferson Railroad. Carbondale Branch,	Lanesboro, Pa.,	Carbondale. Pa.,	36.51
Weehawken Branch,	Jersey City, N. J.,	Weehawken. N. J.,	3.44
Buffalo, New York and Erie Railroad,	Painted Post, N. Y.,	Buffalo. N. Y.,	140.25
Rochester and Genese Valley Railroad,	Avon, N. Y.,	Rochester, N. Y.,	18.40
Avon, Genese and Mt. Morris Railroad,	Avon. N. Y.,	Mt. Morris, N. Y.,	17.70
Suspension Bridge and Erie Junction Railway.	Suspension Bridge, N. Y.	Erie Junction, N. Y.,	24.01
Lockport and Buffalo Railroad,	Lockport, N. Y.,	Tonawanda, N. Y.,	15.12
Buffalo, Bradford and Pittsburgh Railroad,	Carrollton, N. Y.,	Gilesville, Pa.,	26.17
New York, Lake Erie and Western Coal and Railroad.	Crawford Junction, Pa.,	Johnsonburg, Pa.,	31.04
West Branch,	Bradford. Pa.,	Sugar Run. Pa.,	10.84
Buffalo and South Western Railway,	B. C. R. R. Jc., N. Y.,	Jamestown, N. Y.,	66.36
Toby Branch,	Brockwayville, Pa.,	Toby Mines. Pa.,	12.00
Daguscahonda Railroad,	Daguscahonda, Pa.,	Dagus Mines, Pa.,	5.50
Brockport and Shawmut,	Brockport, Pa.,	Shawmut, Pa.,	3.75
Total mileage operated,			1106.55

COMPARATIVE GENERAL BALANCE SHEET.

(New York, Lake Erie and Western Railroad Company.)

ASSETS.		TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$154,465,977 89		Capital stock,	$86,373 600 00
Cost of equipment,	9,849,318 94		Funded debt,	77,644.125 10
		$164.315,296 83	Current liabilities,	9,593,962 52
Stocks owned,	$3.474,469 54		Accrued interest on funded debt not yet paid,	896.791 40
Bonds owned,	570,224 60		Receivers,	9,606,167 59
		4.044,694 14		
Improvements and additions to lease lines and branches,		1,318,103 59		
Advances:				
New York, Lake Erie and Western Coal and Railroad Company,	$1,568,705 34			
Chicago and Erie Railroad Company,	996,425 14			
Other companies,	187,402 45			
		2.752,532 93		
Cash and current assets,		11,752 76		
Equipment trust payments, Erie coal companies, etc.,		6,443,882 86		
Profit and loss,		5,228,383 59		
Grand total,		$184,114,646 70	Grand total,	$184,114,646 70

COMPARATIVE GENERAL BALANCE SHEET.

(J. B. McCullough and E. B. Thomas, Receivers.)

ASSETS.		TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$18,339 19		Current liabilities,	$5,235,335 52
Cost of equipment,	300 00		Accrued rentals of leased lines not yet payable,	457,072 38
		$18,639 19	Profit and loss,	9,169,451 32
Bonds owned,		11,386 03		
Improvements and additions to leased lines and branches,		10,750 56		
Advances:				
New York, Lake Erie and Western Coal and Railroad Company,	$52,336 81			
Chicago and Erie Railroad Company,	1,298,534 82			
Other companies,	409,436 02			
		1,760,307 65		
Cash and current assets,		2 260,861 93		
Materials and supplies,	$724,779 09			
Erie Coal Companies, etc.,	468,967 18			
		1,193,746 27		
New York, Lake Erie and Western Railroad Company,		9,606,167 59		
Grand total,		$14,861,859 22	Grand total,	$14,861.359 22

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

Date of organization: January 28, 1881.

By what authority incorporated: Originally organized as the Wilcox and Howard Hill Improvement Company, and changed to present title by decree of court.

Improvement Company, and changed to present title by decree of court. Pennsylvania, June 28, 1881. Originally organized under special act of Pennsylvania Assembly, April 8, 1870.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Hines,	Scranton, Pa.,	Second Monday in June, 1896.
J. Lowber Welsh,	Philadelphia,	do. do.
E. B. Thomas,	New York City,	do. do.
A. R. Macdonough,	New York City,	do. do.
A. Donaldson,	New York City,	do. do.
David H. Jack,	Bradford, Pa.,	do. do.
D. Robertson,	Brockwayville,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1895.
Postoffice address of general office: 21 Cortlandt street, New York city.
Postoffice address of operating company: P. O. Box 839, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Hines,	Scranton, Pa.
Secretary,	A. R. Macdonough,	New York City.
Treasurer,	Edward White,	New York City.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
New York, Lake Erie and Western Coal and Railroad.	Crawford Junction.	Johnsonburg,	New York, Lake Erie and Western Railroad Company.	29.92
Alton Loop,	Alton,	Rider ville.		1.12
Toby Branch,	Brockwayville,	Toby Mines,		12
Brockport and Shawmut,	Brockport,	Shawmut,		3.75
Dagus Branch,	Daguscohonda,	Dagus Mines,		5.50
Total mileage,				52.29

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,230,635 23	Capital stock,	$500,000 00
Roberts Latspur,	6,239 04	Funded debt,	3,000,000 00
Brockport and Shawmut Railroad,	21,195 26		
Hazeltine Branch,	580 03		
Lands owned,	509,390 31		
N. Y., L. E. & W. R. R. Co. and Receivers,	359,557 85		
N. W. Mining and Exc. Co.,	203,993 69		
Profit and loss,	168,408 59		
Grand total,	$3,500,000 00	Grand total,	$3,500,000 00

NEW YORK, LACKAWANNA AND WESTERN RAILWAY COMPANY OF PENNSYLVANIA.

Date of organization: November 23, 1880.

By what authority incorporated: Under general railroad law of 1868, etc.

If a consolidated company, name the constituent companies: Consolidated and merged into the New York, Lackawanna and Western Railway of New York, October 23, 1883, which latter is operated under lease by the Delaware, Lackawanna and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
William R. Storrs,	Scranton, Pa.,	Until next election.
James Archbald,	do.	do. do.
Garret Bogart	do	do. do.
James W. Fowler,	do.	do. do.
Robert McKenna,	do.	do. do.
John F. Snyder,	do.	do. do.
Walter Dawson,	do.	do. do.

Date of last meeting of stockholders for election of directors: November 11, 1880.

Postoffice address of general office: Scranton, Pa.

Postoffice address of operating company: Delaware, Lackawanna and Western Railroad Company, No. 26 Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. F. Hallstead,	Scranton Pa.
Secretary,	Fred. F. Chambers,	New York City.
Treasurer,	Fred'k N. Gibbens,	New York City.
General Manager,	W. F. Hallstead,	Scranton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road
	From—	To—	
New York, Lackawanna and Western Railway Company.	Crossing Pennsylvania and New York State line three times into and through the townships of Athens and South Waverly, County of Bradford, Pennsylvania.		6.41

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1887.

By what authority incorporated: Under the laws of New York, Pennsylvania, Ohio, Indiana and Illinois. As this is a consolidated company, further information is given in answer to question four.

If a consolidated company, name the constituent companies: This company's railroad was built for the New York, Chicago and St. Louis Railway Company, a consolidated company organized under the laws of the five states above named and composed of constituent companies in the several states, to wit: The Buffalo, Cleveland and Chicago Railway Company of New York, whose articles of association were filed with the Secretary of State about January 15, 1881. The Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth about January 15, 1881. The New York and Chicago Railway Company of Ohio, whose articles of incorporation were filed with the Secretary of State about March 15, 1881. The New York and Chicago Railway Company of Indiana, whose articles of incorporation were filed with the Secretary of State March 4, 1881. The New York and Chicago Railway Company of Illinois, whose articles of organization were filed with the Secretary of State March 23, 1881. All of the constituent companies were incorporated under the general railroad laws of their respective states, to wit: General railroad laws of New York, entitled "An act to authorize the formation of the railroad companies and to regulate the same," passed April 2, 1850. In Pennsylvania, "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868. In Ohio, sections 3236 to 3245 of revised statutes. In Indiana, sections 3885 to 3888 of revised statutes. In Illinois, chapter 114 of revised statutes, sections 1 to 6. The constituent companies were consolidated by agreement, dated April 8, 1881, under the general laws of the five states named, to which reference is made as follows: in New York, chapter 917 of the laws of 1869, entitled "An act authorizing the consolidation of certain railroad companies. In Pennsylvania, "An act supplementary to an act regulating railroad companies," approved the 17th day of February, A. D. 1849; approved 24th of March, 1865. In Ohio, sections 3380 to 3385 of revised statutes. In Indiana, section 3971 of revised statutes. In Illinois, chapter 32 of revised statutes, sections 50 to 57. By reason of the aforeclosure of mortgages upon its railway, it was sold in May, 1887. Companies incorporated under the laws of the five states above named, respectively, bought from the purchasers the portions in their respective states. These companies, with the dates of their incorporation, were as follows: The New York, Chicago and St. Louis Railroad Company of New York, whose articles of association were filed with the Secretary of State June 22, 1887. The Erie and State Line Railroad Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth June 27, 1887. The Cleveland and State Line Railroad Company of Ohio, whose articles of incorporation were filed with the Secretary of State August 15, 1887. The Fort Wayne and Illinois Railroad Company, whose certificate of incorporation was filed with the Secretary of State June 28, 1887. The Chicago and State Line Railroad Company, whose articles of incorporation were filed with the Secretary of State June 30, 1887. All were organized under the general railroad laws of the several states to which reference is given above.

Agreement for consolidation of the constituent companies in New York and Pennsylvania, dated July 7, 1887, and filed with the Secretary of State August 15, 1887. Name of consolidated company: The New York, Chicago and St. Louis Railroad Company. Agreement for consolidation of above named consolidated company with constituent companies in Ohio and Indiana filed with the Secretary of State September 27, 1887. Lease of Chicago and State Line Railroad from the Chicago and State Line Railroad Company to the Fort Wayne and Illinois Railroad Company dated September 20, 1887. As this company is the owner of the capital stock of the Chicago and State Line Railroad Company, which does not keep up an independent organization for the purpose of distributing income, the lease is treated as effecting a consolidation in fact. Consolidation was affected under the laws of the several states referred to above, except the lease of the Chicago and State Line Railroad Company, which was made by authority of chapter 114, section 34 of revised statutes of Illinois, and section 3973 of revised statutes of Indiana.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. K. Vanderbilt,	New York, N. Y.,	May, 1896.
Cornelius Vanderbilt,	New York, N. Y.,	do.
Fred. W. Vanderbilt,	New York, N. Y.,	do.
H. McK Twombly,	New York, N. Y.,	do.
John S. Kennedy,	New York, N. Y.,	do.
James A. Rosevelt,	New York, N. Y.,	do.
Fred. P. Olcott,	New York, N. Y.,	do.
Chauncey M. Depew,	New York, N. Y.,	do.
Allyn Cox,	New York, N. Y.,	do.
S. R Callaway,	Cleveland, Ohio,	do.
Samuel E. Williamson,	Cleveland, Ohio,	do.
Ralph W. Hickox,	Cleveland, Ohio,	do.
Charles M. Reed,	Erie, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1895.
Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	Wm K. Vanderbilt,	New York city.
President,	S. R. Callaway,	Cleveland, Ohio.
Secretary, Treasurer,	Allyn Cox,	New York city.
Assistant Treasurer,	H Hammersly,	Cleveland, Ohio.
General Counsel,	Samuel E. Williamson,	Cleveland, Ohio.
Auditor,	James P. Curry,	Cleveland, Ohio.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line Owned.			
New York, Chicago and St. Louis Railroad Company.	Buffalo, N. Y.,	A point in the village of Silver Creek, N. Y.	494.72
	A point in the city of Dunkirk, N. Y.	Boundary line between States of Indiana and Illinois.	7.85
Branches.			
Line Operated Under Lease, Contract or Otherwise.			
Lake Shore and Michigan Southern railway.	A point in the village of Silver Creek, N Y.	A point in the city of Dunkirk, N Y.	7.84
Chicago and State Line railroad,	Boundary line between States of Indiana and Illinois.	Grand Crossing, Ill.,	9.96
Under Trackage Rights.			
New York, Lake Erie and Western railroad.	In Buffalo, N. Y.,		1.60
Lake Shore and Michigan Southern railway.	Grand Crossing, Ill.,	Chicago, Ill.,	8.90
Total mileage operated,			530.87

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$46,086,157 92	Capital stock,	$30,000,000 00
Cost of equipment,	3,720 $46 50	Funded debt,	19,425,000 00
Cash and current assets,	1,052,782 99	Current liabilities,	715,488 23
Materials and supplies,	207,006 16	Accrued interest on funded debt not yet payable,	194,250 00
		Accrued equipment rental not yet payable,	58,000 00
		Sinking fund account,	541,896 70
		Profit and loss,	132,158 64
Grand total,	$51,066,793 57	Grand total,	$51,066,793 57

IMPORTANT CHANGES DURING THE YEAR.

Spurs to private firms were increased 2.14 miles.
Branch line decreased; track taken up 2.40 miles.

CONTRACTS, AGREEMENTS, ETC.

Express companies: National terms. We receive forty per cent. of the National Express Company's gross earnings upon this road, provided same shall not be less per month than $100.00 per day, excluding Sundays. If the percentage does not equal in any one month $100.00 per day, excluding Sundays, then that amount shall be paid by the express company.

Mails: The annual compensation allowed this company for the transportation of mails by the United States Government is $28,521.27.

Sleeping car companies: Wagner Palace Car Company terms: We pay them one and one-half cents per mile on all mileage made by their cars on this road.

Fast freight lines: Lackawanna Line, Nickle Plate Line, Traders' Despatch, Interstate Despatch, White Line Central Transit Company are all co-operative lines owned by the companies over whose roads they run.

NEW YORK AND NORTHERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: August 1, 1883.

Under laws of what government or state organized: General railroad laws of Pennsylvania, March 24, 1865.

Operated by Addison and Pennsylvania Railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
T. C. Platt,	49 Broadway, New York.	S. H. Weeks,	Elkland, Pa.
F. M. Baker,	Oswego, N. Y.	R. Howland,	do.
L. R. Gale,	Galeton, Pa.	J. C. Dulso,	do.
Arthur Clinton,	Gailiton, Pa.	C. H. Allen,	do.
F. T. Smith,	Elkland, Pa.	C. L Pattison,	do.

Last meeting of stockholders for election of directors: February 14, 1895.

Postoffice address of general office: Elkland, Pa.

Postoffice address of operating office: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. L. Pattison,	Elkland, Pa.
Vice President,	T. C. Platt,	49 Broadway, N. Y.
Treasurer,	A. H. Howe,	49 Broadway, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
New York and North Penn'a railroad.	Gaines, Pa.,	Galeton, Pa.,	5

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$109,060 10	Capital stock,	$50,000 00
		Funded debt,	50,000 00
		Current liabilities,	8,167 39
		Profit and loss,	892 71
Grand total,	$109,060 10	Grand total,	$109,060 10

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY.

Date of organization: March 20, 1880.

Under laws of what government or state organized: Under the laws of the State of Ohio, Pennsylvania and New York.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles E. Whitehead,	71 Wall street, New York City,	Annually, and when successor is elected.
John Tod,	Cleveland, Ohio,	
E. R. Perkins,	Cleveland, Ohio,	
Samuel Mather,	Cleveland, Ohio,	
W. J. McKinnie,	Cleveland, Ohio,	
Fayette Brown,	Cleveland, Ohio,	
J. T. Wann,	Cleveland, Ohio,	
J. M. Ferris,	Toledo, Ohio,	
H. B. Perkins,	Warren, Ohio,	
Lewis Miller,	Akron, Ohio,	
E. J. Barney,	Dayton, Ohio,	
E. A. Wheeler,	Sharon, Pa.,	
Simon Perkins,	Sharon, Pa.,	

Date of last meeting of stockholders for election of directors: 5th December, 1894.

Postoffice address of general office: 121 Euclid avenue, Cleveland, Ohio.

Postoffice address of operating company: The New York, Lake Erie and Western Railroad Company, Lessee, 21 Cortlandt street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Charles E. Whitehead,	New York City.
Vice President,	John Tod,	Cleveland, Ohio.
Secretary,	C. C. Mason,	Cleveland, Ohio.
Treasurer,	E. R. Perkins,	Cleveland, Ohio.
General Solicitor, Att'y or Counsel,	S. A. Russell,	Cleveland, Ohio.
Auditor,	J. T. Warren,	Cleveland, Ohio.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.
New York, Pennsylvania and Ohio Railroad	Salamanca, N Y.,	Dayton, O.,	New York, Lake Erie and Western Railroad.	388.04
Franklin Branch,	Buchanan, Pa.,	Oil City, Pa.,	New York, Lake Erie and Western Railroad.	33.78
Wadsworth Branch,	Wadsworth, O.,	Coal Mines,	New York, Lake Erie and Western Railroad.	4.99
Silver Creek Branch,	Near Wadsworth,	Coal Mines,	New York, Lake Erie and Western Railroad.	2.78
Cleveland and Mahoning Valley Railway.	Cleveland, O.,	Near State Line of Pa.	New York, Lake Erie and Western Railroad.	80.81
Niles and New Lisbon Branch.	Niles, O.,	Point South of New Lisbon.	New York, Lake Erie and Western Railroad.	36.25
Liberty and Vienna Branch.	Mosier Junction.	Vienna,	New York, Lake Erie and Western Railroad.	6.80
Sharon Railway,	Sharon, Pa.,	Pymatuning,	New York, Lake Erie and Western Railroad.	7.93
Middlesex Branch,	Ferrona, Pa.,	Middlesex,	New York, Lake Erie and Western Railroad.	6.86
Sharpsville Extension,	Boyce, Pa.,	Sharpsville,	New York, Lake Erie and Western Railroad.	1.55
Westerman Railroad	Sharon, Pa.,	¾ miles west of Penn'a and Ohio, State Line.	New York, Lake Erie and Western Railroad.	2.09
New Castle and Shenango Valley Railroad.	Middlesex,	New Castle,	New York, Lake Erie and Western Railroad.	16.73
Youngstown and Austintown Railway.	Youngstown,	Coal Mines.	New York, Lake Erie and Western Railroad.	9.87
Total mileage,				598.48

The Cleveland and Mahoning Valley Railway Company owns the Cleveland and Mahoning Railroad, the Niles and New Lisbon Railway and the Liberty and Vienna Railroad, and leases said railroads to this company for a fixed yearly rental of $519,967.38. Lease to terminate on 1st October, 1962.

The Westerman Railroad belongs to Christian H. Buhl, of Detroit, Michigan, and is leased to this company from January 1, 1886, to May 1, 1982, at a rental of $4,000.00 per year.

The Sharon Railway own the Sharon Railway and leases it to this company for 6 per cent. per annum on $453,350.00, capital stock, and 5 5-8 per cent., per annum on $164,000.00, first mortgage bonds, which two amounts represent the cost of road, and for any additional improvements the rental will be increased 6 per cent. per annum upon the cost of the additional improvements, which are paid for by the Sharon Railway by the issue of capital stock at its par value. Lease is for a term ending April 30, 1982.

The New Castle and Shenango Valley Railroad Company own the New Castle and Shenango Valley Railroad, and leases it to this company for a rental of 32 per cent. of the gross earnings of said road after deducting for the hire of equipment. Lease dated March 1, 1889, and is for a term of ninety-nine years.

The Youngstown and Austintown Railway Company owned the Youngstown and Austintown Railway, which is a branch diverging at Youngstown, Ohio, and running to coal mines, and is operated under a lease dated April 25, 1883, at a rental based on 6 per cent. of the valuation.

These several lines are sub-leased to the New York, Lake Erie and Western Railroad Company, and are included in the lease of this company's property, and leased lines to said company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.		TOTAL.	LIABILITIES.		TOTAL.
Cost of road,	$169,438,777 30		Capital stock,		$44,999,350 00
Cost of equipment,	3,438 00		Funded debt		124,577,345 25
		$169,442,215 30	Current liabilities,		472,063 26
Stocks owned,		39,000 00	Accrued interest on funded debt not yet payable,		120,000 00
Bonds owned,		5,949 55	Special fund for additions,	$1,205,248 17	
Other permanent investments,		1,455,304 28	Special fund for special additions,	132,037 07	
Cash and current assets,		2,216,069 86	Special fund for contingent liabilities,	113,259 29	
			Special fund to meet payments for Sharon Railway stock,	46,836 36	
			Special fund to meet payments on account of capital,	65,616 37	
					1,562,997 26
			Profit and loss,		1,626,783 22
Total,		$173,158,538 99	Total,		$173,158,538 99

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization: April, 1893.

By what authority incorporated: Organized under the general laws of the State of New Jersey and the Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Simon Borg,	26 Courtlandt street, New York,	September, 1895.
J. W. Ogden,	26 Courtlandt street, New York,	do.
C. C. Cuyler,	26 Courtlandt street, New York,	do.
F. C. Lawrance, Jr.,	26 Courtlandt street, New York,	do.
H. O Armour,	26 Courtlandt street, New York,	do.
Alfred Sully,	26 Courtlandt street, New York,	do.
Charles Menzeshelmer,	26 Courtlandt street, New York,	do.
Henry Sanford,	26 Courtlandt street, New York,	do.
T. A. McIntyre,	26 Courtlandt street, New York,	do.
H. B. Plant,	26 Courtlandt street, New York,	do.
G. A. Hobart,	Patterson, N. J.,	do.
H. W. Fuller,	26 Courtlandt street, New York,	do.
R. Eldridge,	26 Courtlandt street, New York,	do.

Date of last meeting of stockholders for election of directors: September 6, 1894.

Postoffice address of general office: 26 Courtlandt street, New York city, N. Y.

Postoffice address of operating office: 117 Green street, Jersey City, N. J.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. L. Hopkins,	26 Courtlandt street, New York.
Vice President,	Joseph W. Ogden,	26 Courtlandt street, New York.
Treasurer,	Richard C. Shimeall,	26 Courtlandt street, New York.
Chief Engineer,	Joseph L. Rushing,	26 Courtlandt street, New York.
Gen'l Solicitor, Att'y or Counsel,	John W. Griggs,	Patterson, N. J.
Auditor,	Charles V. Ware,	15 Courtlandt street, New York.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
New York, Susquehanna and Western Railroad.	Jersey City, N. J., . . .	Gravel Place, Pa., . . .	101.30
New York, Susquehanna and Western Railroad.	Two Bridges, N. J., . .	Unionville, N. Y., . . .	20.50
New York, Susquehanna and Western Railroad.	Delaware, N. J , ...	Columbia Junction, N.J.	3.10
New York, Susquehanna and Western Railroad.	Patterson, N. J., . . .	Patterson City, N. J., .	.75
New York, Susquehanna and Western Railroad.	Priceville, Pa., ...	Winton, Pa., ...	4.50
New York, Susquehanna and Western Railroad.	Winton, Pa., ...	Tinglepaugh Breaker, Pa.	.90
New York, Susquehanna and Western Railroad.	Spencer, Pa., ...	Spencer Breaker, Pa . .	.85
New York, Susquehanna and Western Railroad.	Winton, Pa., ...	Winton Breaker, Pa., . .	1.90
New York, Susquehanna and Western Railroad.	Dunn, Pa., ...	Dunu Breaker, Pa., . .	.83
New York, Susquehanna and Western Railroad.	Edgewater, N. J., . . .	Little Ferry, N. J., . .	3.00
Passaic and New York Railroad, ...	Passaic, N. J., ...	Passaic Junction, N. J.,	3.00
Lodi Branch, ...	Lodi, N. J., ...	Lodi Junction, N. J., .	1.75
Middletown, Unionville and Wake Gap Railroad.	Unionville, N. Y., . . .	Middletown, N. Y., .	13.90
Macopin Railroad, ...	Macopin Lake, N. J., .	Charlottsburg Junction, N. J.	1.50
Pennsylvania Railroad, ...	West End, N. J., . . .	Jersey City, N. J., . . .	2.50
Pennsylvania, Poughkeepsie and Boston,	Swartswood Jct., N. J.,	Pine Island Jct., N. Y.,	25.00
Total mileage operated, ...	. . . . .	. . . . .	185 28

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.		TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...		$31,158,984 63	Capital stock, ...	$26,000,000 00
Cost of equipment, ...		2,487,654 20	Funded debt, ...	12,636,000 00
Stocks owned, ...		4,421,526 86	Current liabilities, ...	1,223,063 88
Bonds owned, ...		1,165,408 11	Real estate mortgages, ...	45,488 00
Cash and current assets, ...		441,936 69	Accrued interest on funded debt not yet payable, ...	144,352 56
Materials and supplies, .	$80,929 27			
Sinking fund, ...	29,206 67			
Sundries, ...	164,588 63			
		274,724 57		
Profit and loss, ...		98,669 38		
Grand total, ...		$40,048,904 44	Grand total, ...	$40,048,904 44

IMPORTANT CHANGES DURING THE YEAR.

Under a resolution of the board of directors seven hundred and fifty thousand dollars of the general mortgage bonds (part of three million dollars authorized) were duly issued, making the total amount outstanding and drawing interest two million and seventy-nine thousand dollars.

Under a resolution of the board of directors a collateral trust bond was authorized and the total amount of five hundred thousand dollars was issued.

By authority of a resolution of the board of directors a claim against the New York, Susquehanna and Western Coal Company was adjusted, and this company received in settlement of said claim six hundred thousand dollars in the bonds of that company and ninety thousand of the preferred capital stock of said company.

Under a resolution of the board of directors fifty thousand dollars of the mortgage bonds of the Pennsylvania Anthracite Coal Company were sold.

NITTANY VALLEY RAILROAD COMPANY.

Date of organization: March 15, 1887.

By what authority incorporated: Commonwealth of Pennsylvania. An act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

Operated by the Valentine Iron Company, Bellefonte, Centre county, Pa.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jones Wister,	257 S. Fourth street, Philadelphia.	January 14, 1896.
Jno. S. Brown,	Swathmore, Delaware county, Pa.,	do.
W. Rotch Wister,	131 S. Fifth street, Philadelphia.	do.
H. E. Young,	316 Chestnut street, Philadelphia.	do.
Sam'l Bispham,	2213 Delancey place, Philadelphia,	do.
J. A. McKee,	424 Chestnut street, Philadelphia	do.
J. N. M. Shimer,	4017 Baring street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.

Postoffice address of general office: No. 122 Walnut street, Philadelphia.

Postoffice address of operating company: Valentine Iron Company, Bellefonte, Centre county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jones Wister.	257 S. Fourth street, Philadelphia.
Secretary,	M. W. Walsh,	122 Walnut st., Phila
Treasurer,	M. W. Walsh,	122 Walnut st., Phila
General Manager,	J. W. Gephart,	Valentine Iron Co., Bellefonte, Centre county, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Nittany Valley Railroad Company.	Junction with Bellefonte, Nittany and Lemont Railroad.	Ore banks.	Valentine Iron Company,	4.75
	Sidings and other tracks.	. . . . .	. . . . .	.87
	About two miles of tracks to rolling mill and blast furnace of Valentine Iron Company.	. . . . .	. . . . .	2.00
Total mileage,	. . . . .	. . . . .	. . . . .	7.62

12-8-95

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$167,686 82	Capital stock,	$75,000 00
Cost of equipment,	14,573 83	Funded debt,	75,000 00
Cash and current assets,	2,695 57	Current liabilities,	7,850 00
		Profit and loss,	27,106 22
Grand total,	$184,956 22	Grand total,	$184,956 22

NORTHERN CENTRAL RAILWAY COMPANY.

Date of organization: December 9, 1854.

By what authority incorporated: State of Maryland, special act, 1854, chapter 250. State of Pennsylvania, special act, 1854, No. 531; 1855, No. 543, and 1856, No. 198.

If a consolidated company, name the constituent companies: Baltimore and Susquehanna Railroad Company: State of Maryland, 1827, chapter 72; 1829, chapter 49; 1830, chapter 117; 1833, chapter 282; 1845, chapter 361; chapter 419; 1849, chapter 532; 1854, chapter 250; 1854, chapter 260.

York and Maryland Line Railroad Company: State of Pennsylvania, 1832, No. 78; 1832, No. 214; 1840, 227; 1854, 531.

York and Cumberland Railroad Company: State of Pennsylvania, 1846, No. 421; 1851, No. 272; 1854, No. 531.

Susquehanna Railroad Company: State of Pennsylvania, 1851, No. 337; 1852, No. 270; 1854, No. 369; 1854, No. 531.

Date of consolidation: December 9, 1854.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt,	Philadelphia,	Fourth Thursday in February, 1896.
J. N. Hutchinson,	Philadelphia,	do.
B. F. Newcomer,	Baltimore, Md.,	do. do.
John P. Green,	Philadelphia,	do. do.
Harry Walters,	Wilmington, N. C.,	do. do.
Henry James,	Baltimore, Md.,	do. do.
Louis W. Hall,	Harrisburg, Pa.,	do. do.
E. B. Parsons,	Lodus Point, N. Y.,	do. do.
J. D. Cameron,	Harrisburg, Pa.,	do. do.
Luther S. Bent,	Steelton, Pa.,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: February 28, 1895.

Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia
Vice President,	Frank Thomson,	Philadelphia.
Vice President,	John P. Green,	Philadelphia.
Vice President,	Charles E. Pugh,	Philadelphia.
Secretary,	Stephen W. White,	Philadelphia.
Treasurer,	A. W. Hendrix,	Baltimore, Md.
Chief Engineer,	Wm. H. Brown,	Philadelphia.
General Solicitor, Attorney or Counsel,	James A. Logan,	Philadelphia
Auditor,	James P. Kerr,	Baltimore, Md.
General Manager,	S. M. Prevost,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road
	From—	To—	
Northern Central railway,	Baltimore, Md.,	Sunbury, Pa.,	136.82
Green Spring Branch,	Hollis, Md.,	Green Spring Junction,	8.59
Rockville Branch railroad,	Rockville, Pa.,	Dauphin, Pa,	2.83
The Railroad of the Lykens Valley Railroad and Coal Company, Summit Branch Railroad Company. Lessee, Northern Central Railway Company operator.	Millersburg, Pa.,	Williamstown, Pa,	19.70
Shamokin Valley and Pottsville railroad, including Lancaster branch.	Sunbury, Pa.,	Mt. Carmel, Pa.,	29.78
Elmira and Williamsport railroad,	Williamsport, Pa.,	Elmira, N. Y.,	75.50
Elmira and Lake Ontario railroad,	Chemung Junction, N. Y.	Canandaigua, N. Y.,	64
Branch,	Hanley, N. Y.,	Lodus Point,	34.18
Branch,	Canandaigua, N. Y.,	Canandaigua Lake,	1.43
Total mileage operated,			372.83

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.		TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$15,294,428 13		Capital stock,	$7,518,150 00
Cost of equipment,	5,316 960 48		Funded debt,	14,165,000 00
Stocks owned,	2,761,033 95		Current liabilities,	1,207,353 18
Bonds owned,	666,666 66		Accrued interest on funded debt not yet payable,	64,425 83
		$23,439,089 22		
Cash and current assets,		1,240,443 13	Mortgage and ground rents payable,	319,829 95
Materials and supplies,	$381,998 87		Other liabilities,	423,336 30
Sundries,	395,573 81		Profit and loss,	1,759,009 77
		777,572 68		
Grand total,		$25,457,105 03	Grand total,	$25,457,105 03

IMPORTANT CHANGES DURING THE YEAR.

One hundred and fifty-seven thousand dollars consolidated general mortgage series E 4½ per cent. bonds due 1925.

One hundred and fourteen thousand dollars consolidated general mortgage series A and B drawn and paid.

Twenty-eight thousand dollars second general mortgage series A 5 per cent. bonds redeemed.

Twenty-seven thousand dollars Pennsylvania Equipment Trust matured and collected.

Sixteen thousand dollars Sodus Bay and Southern Railroad Company bonds were sold.

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company.

United States mails carried.

Sleeping and parlor cars furnished by Pullman Palace Car Company.

Agreement with Western Union Telegraph Company.

NORTH BEND AND KETTLE CREEK RAILROAD COMPANY.

Date of organization: April 24, 1893.

By what authority incorporated: By general act of Assembly, entitled "A supplement to an act to authorize the formation and regulation of railroad corporations," approved the 8th day of June, A. D. 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Howard	Williamsport	Second Monday, January, 1896.
A. P. Perley	Williamsport	do. do.
L. R Gleason	Canton, Pa.	do. do.
Chas. Gleason	Driftwood, Pa.	do. do.
James Gleason	Gleasonton, Pa.	do. do.
I. W. Gleason	Gleasonton, Pa.	do. do.
F. A Blackwell	Gleasonton, Pa.	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Gleasonton, Pa.

Postoffice address of operating office: Gleasonton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Wm. Howard	Williamsport, Pa.
Secretary	I. W. Gleason	Gleasonton, Pa.
Treasurer	A. P. Perley	Williamsport, Pa.
Gen'l Solicitor. Att'y or Counsel	Johnson & McNarney	Emporium, Pa.
General Manager	F. A. Blackwell	Gleasonton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
North Bend and Kettle Creek Railroad Company.	North Bend, Pa.	Completed to Mixes.	13.54

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$126,336 54	Capital stock	$75,000 00
Cost of equipment	26,346 00	Current liabilties	51,234 79
Materials and supplies	2,271 46	Profit and loss	4,380 94
Profit and loss	4,380 54		
Grand total	$159,334 54	Grand total	$130,615 73

IMPORTANT CHANGES DURING THE YEAR.

About 2 4-5 miles of road put in operation.

NORTH EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organiation: December 4, 1870.

By what authority incorporated: State of Pennsylvania, general laws of April 4, 1868, and act of Assembly of May 21, 1881.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
A J. Antelo,	Philadelphia.	I. Newton Evans,	Hatboro', Montgomery county, Pa.
James Boyd,	Norristown, Pa.		
Thos. McKean,	Philadelphia.	Samuel S. Thompson,	Philadelphia.
D Jones,	Philadelphia.	Charles H. R Tribels,	Philadelphia
Theodore Voorhees,	Philadelphia.	Albert S Paxson,	Hollcong, Bucks Co., Pa.
Isaac Warner, Jr.,	Hatboro', Montgomery county, Pa.	E. Watson Fell,	Hollcong, Bucks Co., Pa.
		Henry D Paxson,	Philadelphia

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: No. 240 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary and Treasurer,	John S. Wise,	do.
Chief Engineer,	H. K. Nichols,	do.
Comptroller.	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
N. E. Pennsylvania Railroad Company,	Glenside, Pa.,	New Hope, Pa.,	25 60

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$716,660 43	Capital stock,	$400,000 00
Cash and current assets,	263,764 49	Funded debt,	400,000 00
Profit and loss,	361,836 55	Current liabilities,	535,761 47
		Real estate mortgages,	1,500 00
		Accrued interest on funded debt not yet payable,	5,000 00
Grand total,	$1,342,261 47	Grand total,	$1,342,261 47

NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 8, 1852.

By what authority incorporated: State of Pennsylvania, April 8, 1852; January 25, 1853; March 29, 1853; June 20, 1853; April 17, 1854; May 8, 1854.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles A. Sparks,	Philadelphia,	January 13, 1896.
Edwin H. Fitler,	do.	do.
Thomas Cochran,	do.	do.
John H. Michener,	do.	do.
John R. Fell,	do.	do.
Edward C. Knight, Jr.,	do.	do.
Joshua W. Lippincott,	do.	do.
Ario Pardee, Jr.,	do.	do.
Henry P. McKean, Jr.,	do.	do.
Herbert M. Howe,	do.	do.
Edward Roberts Jr.,	do.	do.
J. Logan Fisher,	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: No. 240 South Third street, Philadelphia, Pa.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, Lessee, No. 227 Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas McKean,	Philadelphia.
Secretary, Treasurer,	John S. Wise,	do.
Cashier,	David K. Fuller,	do.
General Solicitor, Attorney or Counsel.	William Rotch Wister,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
North Pennsylvania Railroad Company.	Philadelphia, Willow street.	Bethlehem,	Philadelphia and Reading Railroad Co., Lessee.	55.60
North Pennsylvania Railroad Company.	Jenkintown,	Middle Delaware river.	Philadelphia and Reading Railroad Co., Lessee.	20.50
North Pennsylvania Railroad Company.	Lansdale,	Doylestown,	Philadelphia and Reading Railroad Co., Lessee.	10.30
Total mileage,				86.40

On the 14th day of May, 1879, the railroad property and plant of the company was leased to the Philadelphia and Reading Railroad Company for 999 years from May 1, 1879, since which time the railroad has been operated by that company.

Terms.

The lessees to pay a yearly rent in four equal quarterly payments, equal to all the interest on the bonds of the company. Six per cent. upon the floating debt, and for the first and second years of said term six per cent., third and fourth years seven per cent. and during the fifth and succeeding years eight per cent. upon the capital stock of the company.

Lessees to pay all taxes upon the capital stock, gross receipts, etc.,, as the same shall fall due, and also the yearly sum of $12,000, for defraying the expenses of maintaining the corporate organization of the company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$10,329,190 48	Capital stock	$4,720,750 00
Cost of equipment	1,750,935 65	Funded debt	7,200,000 00
Stocks owned	49,465 00	Ground rents	177,870 96
Bonds owned	6,300 00	Current liabilities	183,693 64
Other permanent investments	25,265 26	Real estate mortgages	280,257 58
Cash and current assets	327,944 38	Accrued interest on funded debt not yet payable	157,500 00
Sundries	325,563 98	Profit and loss	94,592 57
Grand total	$12,814,664 75	Grand total	$12,814,664 75

NORTH AND WEST BRANCH RAILWAY COMPANY.

Date of organization: July 23, 1881.
By what authority incorporated: General law, April 8, 1861. Supplement, May 25, 1878.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. R. Buckalew	Bloomsburg, Pa.	Last Tuesday in April, 1896.
Henry W. Palmer	Wilkes-Barre, Pa.	do. do.
Charles Parrish	Wilkes-Barre, Pa.	do. do.
N. P. Shortridge	Wynnewood, Pa.	do. do.
L. E. Waller	Bloomsburg, Pa.	do. do.
W. H. Barnes	Philadelphia,	do. do.
A. J. Cassatt	Philadelphia,	do. do.
John P. Green	Philadelphia,	do. do.
Vacancy	Philadelphia,	do. do.
Charles E. Pugh	Philadelphia,	do. do.
G. B. Roberts	Philadelphia,	do do.
Henry D. Welsh	Philadelphia,	do. do

Date of last meeting of stockholders for election of directors: April 30, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel Rea	Philadelphia.
Secretary	Albert Hewson	do.
Treasurer	Taber Ashton	do.
Real Estate Agent	John C. Wilson	do.
Conveyancer	Geo. W. I. Ball	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
North and West Branch Railway.	Catawissa, . . .	Wilkes-Barre, .	Pennsylvania Railroad Company.	43.13
	Branch, ...	Branch, ...	. . . . .	4.69
Total mileage, ...	. . . . .	. . . . .	. . . . .	47.82

Agreement dated November 23, 1881, by which the Pennsylvania Railroad Company is to operate the road for cost, paying the net earnings to the North and West Branch Railway Company until September 1, 1901.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$3,301,797 05	Capital stock, ...	$1,500,000 00
Cash and current assets, ...	655,703 55	Funded debt.	1,500,000 00
		Current liabilities, ...	62 50
		Profit and loss, ...	957,438 10
Grand total, ...	$3,957,500 60	Grand total, ...	$3,957,500 60

OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY.

Date of organization: May 10, 1881.
By what authority incorporated: State of Pennsylvania, act April 4, 1868.
Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. W. Smith, ...	Washington, Pa..	First Monday in June, 1896.
Wm. Workman, ...	Washington, Pa..	do. do.
F. J. Hearne.	Wheeling, W. Va..	do. do.
Emil Winter, ...	Pittsburg.	do. do.
J. F. Legge, ...	Shepherdstown, W. Va., ...	do. do.
J. Frank Supplee, ...	Baltimore, Md., ...	do. do.

Date of last meeting of stockholders for election of directors: June 3, 1895.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	J. B. Washington, ...	Pittsburg.
Secretary, ...	A. W. Black, ...	Pittsburg.
Treasurer, ...	W. H. Ijams, ...	Baltimore, Md.
Auditor, ...	G. W. Booth, ...	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Ohio and Baltimore Short Line Railway Company.	Morrell Junct'n, Pa.	Elm Siding, Pa.,	Baltimore and Ohio Railroad Company.	6.80
	Ohio and Baltimore Short Line Junction, Pa.	Morrell Junct'n, Pa.	Baltimore and Ohio Railroad Company.	1.20
	Leisenring, Pa..	Trotters, Pa.. .	Baltimore and Ohio Railroad Company.	1.30
Total mileage, ...	. . . . .	. . . . .	. . . . .	9.30

Operated by Baltimore and Ohio Railroad Company by reason of ownership of majority of its stock from May 10, 1881.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$1,544,280 38	Capital stock, ...	$290,000 00
Profit and loss, ...	380,864 09	Funded debt, ...	500,000 00
		Current liabilities, ...	1,135,144 47
Grand total, ...	$1,925,144 47	Grand total, ...	$1,925,144 47

OHIO CONNECTING RAILWAY COMPANY.

Date of organization: November 22, 1886.
By what authority incorporated: Act of April 4, 1868; supplement June 8, 1874.
Operated by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John E. Davidson, ...	Pittsburg, ...	February 4, 1896.
J. J. Brooks, ...	do.	do.
L. L. Gilbert, ...	do.	do.
John W. Renner, ...	do.	do.
J. T. Brooks, ...	do.	do.
A. McElevey, ...	do.	do.

Date of last meeting of stockholders for election of directors: February 5, 1895.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James McCrea,	Pittsburg.
Vice President,	Jno. E. Davidson,	do.
Secretary,	S. B. Liggett,	do.
Treasurer,	T. H. B. McKnight,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Ohio Connecting Railway,	Pittsburg, Cincinnati, Chicago and St. Louis Railway near Pittsburg.	Pittsburg, Ft. Wayne and Chicago Railway, Allegheny, Pa.	Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.	3.27

Under provisional arrangement made with the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, that company operates and maintains the road of the Ohio Connecting Railway Company for cost of such service.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,320,000 00	Capital stock,	$660,000 00
Cash and current assets,	110,798 06	Current liabilities,	719,447 09
		Profit and loss,	51,350 97
Grand total,	$1,430,798 06	Grand total,	$1,430,798 06

OLEAN, OSWAYO AND EASTERN RAILROAD COMPANY.

Date of organization: October 14, 1892.
Under laws of what government or state organized: Pennsylvania laws, act of 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. E. Crittenden,	Oswayo, Pa.,	January, 1896.
Wm. Beever,	Wellsville, N. Y.,	do.
Wm. Cobb,	Spring Mills, N. Y.,	do.
Theo. Cobb,	Spring Mills, N. Y.,	do.
A. B. Payne,	Oswayo, Pa.,	do.
J. J. Good	Oswayo, Pa.,	do.
W. H. Crittenden,	Oswayo, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Oswayo, Pa.
Postoffice address of operating office: Oswayo, Pa.

OFFICERS.

TITLE.	NAME	ADDRESS.
President,	J. B Rumsey,	Oswayo, Pa.
First Vice President,	Theo. Cobb,	Spring Mills, N. Y.
Secretary,	S. W. Crittenden,	Oswayo, Pa.
Treasurer,	F. C. Leonard,	Coudersport, Pa.
Attorney or General Counsel,	J. Newton Peck,	Coudersport, Pa.
Auditor,	D. N Rumsey,	Oswayo, Pa.
General Manager,	W. W. Crittenden,	Oswayo, Pa.
Chief Engineer,	G. W. Pierce,	Conesteo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From –	To—	
Olean, Oswayo and Eastern Railroad.	Genesse, Pa.	Oswayo, Pa.	14

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$140,000 00	Capital stock,	$70,000 00
Cash and current assets.	4,335 54	Funded debt,	70,000 00
Profit and loss,	3,210 93	Current liabilities,	1,124 61
		Profit and loss,	3,210 93
Grand total,	$147,546 47	Grand total,	$144,335 54

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo and Company Express: Forty per cent. total earnings.
United States Government: Forty-two dollars and seventy-five cents per annum per mile.

ONTARIO, CARBONDALE AND SCRANTON RAILROAD COMPANY.

Date of organization: October 3, 1889.

By what authority incorporated: "An act supplementary to an act regulating railroad companies," approved the 19th day of February, A. D. 1849. Approved the 24th March, 1865, laws Pennsylvania, and under general railroad acts of the State of New York.

If a consolidated company, name the constituent companies: The Scranton and Forest City Railroad Company, charter dated 21st November, 1888, under general act.

The Forest City and State Line Railroad Company, charter dated 16th March, 1889, under general act.

The Hancock and Pennsylvania Railroad Company, organized under laws of State of New York, 2d April, 1889.

Operated by The New York, Ontario and Western Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward B. Sturges,	Scranton, Pa.,	January 29, 1896.
Wm. H. Richmond,	Dickson City, Pa.,	do.
Clarence D Simpson,	Scranton, Pa.,	do.
John Jermyn,	Scranton, Pa.,	do.
O. S. Johnson,	Scranton, Pa.,	do.
J. C. Anderson,	New York City,	do.
J. E. Childs,	New York City,	do.
John B. Kerr,	New York City,	do.
Daniel Scurry,	Carbondale, Pa.,	do.
Edward Clarkson,	Carbondale, Pa.,	do.
Clarence E. Spencer,	Carbondale, Pa.,	do.
Thomas P. Fowler,	New York City.,	do.
James E. Burr,	Carbondale, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 30, 1895.

Postoffice address of general office: Commonwealth Building, Scranton, Pa., and No. 56 Beaver street, New York, N. Y.

Postoffice address of operating company: No. 56 Beaver street, New York, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas P. Fowler,	New York City.
Vice President and General Manager,	James E. Childs,	do.
Treasurer, Secretary,	Richard D. Rickard,	do.
General Solicitor, Attorney or Counsel,	John B. Kerr,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Ontario, Carbondale and Scranton railroad.	Hancock, Junction, N. Y.	Scranton, Pa.,	New York, Ontario and Western Railway Co.	54.05

The Ontario, Carbondale and Scranton Railway Company leased all its railroad and property to the New York, Ontario and Western Railway Company, by lease dated the 10th day of May, 1890, for the term of ninety-nine years, from the 1st day of July, 1890, the New York, Ontario and Western Railway Company to pay an annual rental of seventy-five thousand dollars, to be paid in equal semi-annual payments, on the last days of November and May, in each and every year during said term; also, such further sum as may be necessary to maintain the organization of the Ontario, Carbondale and Scranton Railway Company, not exceeding, however, the sum of three thousand dollars to be paid in equal quarter yearly payments, on the last days of August, November, February and May, in each year; also, 5 per cent. on the gross earnings, tolls and income derived by the New York, Ontario and Western Railway Company, from the use and operation of the railway, not exceeding, however, seventy-five thousand dollars per annum, such percentage to be also paid semi-annually on the last days of November and May in each and every year.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of roads,	$3,750,523 16	Capital stock,	$1,500,000 00
Cash and current assets,	13,733 33	Funded debt,	1,500,000 00
		Current liabilties,	652,606 67
		Accrued interest on funded debt not yet payable,	6,250 00
		Profit and loss,	105,399 82
Grand total,	$3,764,256 49	Grand total,	$3,764,256 49

OREGON AND TEXAS RAILWAY COMPANY.

Date of organization: June 18, 1892.

By what authority incorporated: Articles of association of the State of Pennsylvania, act of April 4, 1868, and supplements.

Operated by the Oregon and Texas Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. E. Titman,	Shenandoah, Pa.,	August 17, 1895.
J. A. Titman,	Shenandoah, Pa.,	do.
Daniel Shepp,	Tamaqua, Pa.,	do.
Jno. G. Reading,	Williamsport, Pa.,	do.
G. G. Clauser,	Shenandoah, Pa.,	do.
A. S. Hollopeter,	Philadelphia,	do.
E. M. B. Shepp,	Tamaqua, Pa.,	do.
S. G. M. Hollopeter,	Shenandoah, Pa.,	do.

Date of last meeting of stockholders for election of directors: August 17, 1894.

Postoffice address of general office: Shenandoah, Pa.

Postoffice address of operating office: Cammal, Pa

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	C. E. Titman,	Shenandoah, Pa.
President,		
Vice President,	Daniel Shepp,	Tamaqua, Pa.
Secretary,	S. G. M. Hollopeter,	Shenandoah, Pa.
Treasurer,	Daniel Shepp,	Tamaqua, Pa.
General Solicitor, Attorney or Counsel,	S. G. M. Hollopeter,	Shenandoah, Pa.
General Manager,	C. E. Titman,	Shenandoah, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
The Oregon and Texas Railway Company,	Cammal, Pa.,	Silver Springs, Pa.,	8

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$41,534 85	Capital stock,	$26,000 00
Cost of equipment,	5,950 00	Funded debt,	10,000 00
		Current liabilities,	11,484 85
Grand total,	$47,484 85	Grand total,	$47,484 85

PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 30, 1847. Act of incorporation was approved April 13, 1846. Letters patent issued February 15, 1847. First election for directors held March 30, 1847.

Under laws of what government or state organized? If more than one, name all; give reference to each statute and all amendements thereof: Pennsylvania Railroad Company organized under laws of State of Pennsylvania. Act of incorporation approved April 13, 1846, see P. L., p. 112. Acts supplementary thereto or amendatory thereof have also heen approved as follows: April 13, 1846 (P. L., p. 326); March 17, 1848 (P. L., p. 273); March 20, 1849 (P. L., p. 196); April 13, 1849 (P. L., p. 341); April 5, 1849 (P. L., p. 360); April 2, 1850 (P. L., p. 103); April 6, 1850 (P. L., p. 373); April 26, 1850 (P. L., p. 583); April 12, 1851 (P. L., p. 518); January 28, 1852 (P. L., p. 639); April 23, 1852 (P. L., p. 394); May 1, 1852 (P. L., p. 506); May 6, 1852 (P. L., p. 616); March 3, 1853 (P. L., p. 137); March 18, 1853 (P. L., p. 219); May 11, 1853 (P. L., p. 672); May 20, 1853 (P. L., p. 677); February 16, 1854 (P. L., p. 72); February 17, 1854 (P. L., p. 76); April 18, 1854 (P. L., p. 335); April 19, 1854 (P. L., p. 392); April 21, 1854 (P. L., p. 543); April 6, 1855 (P. L., p. 194); May 2, 1855 (P. L., p. 409); May 2, 1855 (P. L., p. 412); May 7, 1855 (P. L., p. 469); February 7, 1856 (P. L., p. 33); April 16, 1856 (P. L., p. 447); April 22, 1856 (P. L., p. 526); May 13, 1856 (P. L., p. 554); April 1, 1857 (P. L., p. 209); May 16, 1857 (P. L., p. 510); May 16, 1857 (P. L., p. 539); May 20, 1857 (P. L., p. 598); May 20, 1857 (P. L., p. 599); May 21, 1857 (P. L., p. 640); March 19, 1858 (P. L., p. 136); April 1, 1858 (P. L., p. 197); January 4, 1859 (P. L., p. 327); April 11, 1859 (P. L., p. 512); April 15, 1859 (P. L., p. 679); March 19, 1860 (P. L., p. 175); March 30, 1860 (P. L., p. 365); March 30, 1860 (P. L., p. 379); April 5, 1860 (P. L., p. 667); March 7, 1861 (P. L., p. 66); March 16, 1863 (P. L., p. 132); April 1, 1863 (P. L., p. 194); April 18, 1863 (P. L., p. 512); April 20, 1864 (P. L., p. 514); April 23, 1864 (P. L., p. 535); April 27, 1864 (P. L., p. 615); April 27, 1864 (P. L., p. 634); April 28, 1864 (P. L., p. 650); July 7, 1864 (P. L., p. 951); August 10, 1854 (P. L., p. 1035); August 12, 1864 (P. L., p. 963); March 21, 1865 (P. L., p. 466); March 23, 1865 (P. L., p. 584); March 23, 1865 (P. L., p. 643); April 4, 1866 (P. L., p. 819); March 21, 1866 (P. L., p. 263); April 11, 1866 (P. L., p. 796); March 22, 1867 (P. L., p. 528); April 10, 1867 (P. L., p. 933); April 4, 1868 (P. L., p. 58); December 29, 1869 (P. L., p. 1374); April 6, 1870 (P. L., p. 1008); February 17, 1871 (P. L., p. 55); March 8, 1871 (P. L., p. 188); March 8, 1871 (P. L., p. 189); March 6, 1871 (P. L., p. 190); March 25, 1871 (P. L., p. 451); March 6, 1872 (P. L., p. 220); March 7, 1872 (P. L., p. 259); February 18, 1873 (P. L., p. 146); March 12, 1873 (P. L., p. 253); June 6, 1873 (P. L., p. 415).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Broad Street Station, Philadelphia,	March 24, 1896.
Alexander M. Fox,	1415 North Broad street, Philadelphia,	do.
Alexander Biddle,	1307 Walnut street, Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
Henry D. Welsh,	Wissahicken Heights, Philadelphia,	do.
William L. Elkins,	423 Walnut street, Philadelphia,	do.
A. J. Cassatt,	Haverford, Montgomery county, Pa.,	do.
C. A. Griscom,	305 Walnut street, Philadelphia,	do.
B. B. Comegys,	Philadelphia National Bank, Phila.	do.
Amos R. Little,	Girard National Bank, Philadelphia,	do.
William H. Barnes,	Broad Street Station, Philadelphia,	do.
George Wood,	626 Chestnut street, Philadelphia,	do.
C. Stuart Patterson,	1,000 Walnut street, Philadelphia,	do.
Frank Thomson,	Broad Street Station, Philadelphia,	do.
John P. Green,	Broad Street Station, Philadelphia,	do.
Charles E. Pugh,	Broad Street Station, Philadelphia,	do.

Total number of stockholders at date of last election: 27,793.

Date of last meeting of stockholders for election of directors: March 26, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating office: Broad Street Station, Philadelphia.

Name and address of officer to whom correspondence regarding this report should be addressed: Name, M. Riehenack. Title, Assistant Comptroller. Address, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Broad Street Station, Philadelphia.
Assistant to the President,	Samuel Rea,	Broad Street Station, Philadelphia.
First Vice President,	Frank Thomson,	Broad Street Station, Philadelphia.
Second Vice President,	John P. Green,	Broad Street Station, Philadelphia.
Third Vice President,	Charles E. Pugh,	Broad Street Station, Philadelphia.
Secretary,	John C. Sims,	Broad Street Station, Philadelphia.
Assistant Secretary,	D. S. Newhall,	Broad Street Station, Philadelphia.
Treasurer,	Robert W. Smith,	Broad Street Station, Philadelphia.
Assistant Treasurer,	P. Frank Hunter,	Broad Street Station, Philadelphia.
Assistant Treasurer,	George E. Peabody,	Broad Street Station, Philadelphia.
Cashier,	Benj. F. Crawford,	Broad Street Station, Philadelphia
General Solicitor,	James A. Logan,	Broad Street Station, Philadelphia.
Chief of Motive Power,	Theo. N. Ely,	Broad Street Station, Philadelphia.
Engineer Branch Lines	Jos. U. Crawford,	Broad Street Station, Philadelphia.
Comptroller,	R. W. Downing,	Broad Street Station, Philadelphia.
Assistant Comptroller,	M. Riebenack,	Broad Street Station, Philadelphia.
General Manager,	S. M. Prevost,	Broad Street Station, Philadelphia
Chief Engineer,	Wm. H. Brown,	Broad Street Station, Philadelphia.
Engineer Maintenance Way,	Jos. T. Richards,	Broad Street Station, Philadelphia
General Superintendent of Transportation,	J. B. Hutchinson,	Broad Street Station, Philadelphia.
General Superintendent Motive Power,	J. D. Cassanave,	Altoona, Pa.
General Superintendent Pennsylvania Railroad Division,	Frank L. Sheppard,	Altoona, Pa.
General Superintendent U. Railroad Division,	F. Wolcott Jackson,	Jersey City, N. J.
General Superintendent Philadelphia and Erie Railroad Division,	Robert Neilson,	Williamsport, Pa.
Coal Freight Agent,	J. G. Searles,	Broad Street Station, Philadelphia.
General Freight Agent,	Wm. H. Joyce,	Broad Street Station, Philadelphia.
Assistant General Freight Agent,	Charles A. Chisley,	Broad Street Station, Philadelphia
Assistant General Freight Agent,	John B. Thayer, Jr.,	Broad Street Station, Philadelphia.
General Passenger Agent,	J. R. Wood,	Broad Street Station, Philadelphia.
Assistant General Passenger Agent,	George W. Boyd,	Broad Street Station, Philadelphia
General Baggage Agent,	F. J. McWade,	Broad Street Station, Philadelphia.
Manager Empire Line,	Geo. M. Ball,	Broad Street Station, Philadelphia.
Superintendent of Employes' Saving Fund,	D. S. Newhall,	Broad Street Station, Philadelphia.
Manager Union Line,	D. S. Gray,	Columbus, Ohio.
Purchasing Agent,	A. W. Sumner,	Broad Street Station, Philadelphia.
Assistant Purchasing Agent,	Samuel Porcher,	Broad Street Station, Philadelphia.
Chief Conveyancer,	Geo. W. J. Ball,	Broad Street Station, Philadelphia.
Superintendent Insurance Department,	Hugh B. Ely,	Broad Street Station, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Miles of line for each road named.
1 A.			
Filbert Street Extension,	Philadelphia, Broad St. Station.	West Philadelphia,	.97
Philadelphia and Columbia Railroad,	West Philadelphia,	Columbia, Pa.,	80.15
Pennsylvania Railroad,	Harrisburg,	Pittsburg,	248.54
Total A,			329.66
B.			
Delaware Extension,	In Philadelphia,		7.84
Swanson Street Branch,	In Philadelphia,		1.22
Girard Point Branch,	In Philadelphia,		2.06
Schuylkill River Branch,	In Philadelphia,		1.70
Fifty-second Street Branch,	In Philadelphia,		.14
Frazer Branch,	Frazer, Pa.,	Zermatt, Pa.,	1.60
Trenton cut-off,	Glen Lock, Pa.,	Morrisville, Pa.,	45.64
Lancaster cut-off,	At Lancaster, Pa.,		2.42
Columbia Bridge,	Columbia, Pa	Wrightsville, Pa.,	1.11
York Branch,	Wrightsville, Pa.,	York, Pa.,	11.77
Tyrone Branch,	Tyrone, Pa.,	Vail, Pa.,	3.15
Hollidaysburg Branch,	Altoona, Pa.,	Hollidaysburg, Pa	9.60
Morrison's Cove Branch,	Hollidaysburg, Pa.,	Henrietta, Pa.,	18 90
Bloomfield Branch,	Roaring Spring, Pa.,	Ore Hill, Pa.,	3.00
Martinsburg Branch,	Martinsburg J'c'n, Pa.,	Martinsburg, Pa.,	.70
Williamsburg Branch,	Williamsburg, Pa.,	Mount Etna, Pa.,	19.30
Springfield Branch,	Springfield J'c'n, Pa.,	Oremina, Pa.,	8.20
Lilly Branch,	Lilly, Pa.,	Coal Mines, Pa,	2.12
Ben's Creek Branch,	Ben's Creek, Pa.,	Coal Mines, Pa.,	1.61
Sonman Branch,	Sonman, Pa.,	Terminus, Pa.,	.71
Martin's Branch,	Near Portage, Pa.,	Coal Tipple, Pa.,	3.63
Wilmore Branch,	Near Ben's Creek, Pa.,	Near Summerhill, Pa.,	.67
Summerhill Branch,	Summerhill, Pa.,	South Fork, Pa.,	2.03
Alexandria Branch,	Donohue, Pa.,	Crabtree, Pa.,	4.55
Brush Creek Branch,	Jeannette, Pa.,	Terminus, Pa.,	.54
Bull Run Branch,	Jeannette, Pa.,	Terminus, Pa.,	.67
Manor Branch,	Manor, Pa.,	Claridge, Pa.,	4.30
Turtle Creek Valley Branch,	Stewart, Pa.,	Export, Pa.,	10 88
Lyon's Run Branch,	Saunder's Station, Pa.,	Terminus, Pa.,	3.87
Wilmerding Branch,	Brinton, Pa.,	Wilmerding, Pa.,	3.45
Indiana Branch,	Blairsville, Pa.,	Indiana, Pa.,	18.91
Tearing Run Branch,	Tearing Run J'c'n, Pa.,	Terminus, Pa.,	.96
Homer and Cherry Tree Branch,	Homer and Cherry Tree Junction, Pa	Terminus, Pa.,	.45
Port Perry Branch,	Near Brinton, Pa.,	Thomson, Pa.,	1.32
			199.02
Total No. 1,			528.68
3.			
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad.	Dillerville, Pa., / Columbia, Pa.,	Harrisburg, Pa., / Branch Int., Pa.,	53.74
West Chester Railroad,	Zermatt, Pa.,	West Chester, Pa.,	5.22
Tyrone and Clearfield Railway,	Vail, Pa.,	Curwensville and Branches, Pa.	134.07
United New Jersey Railroad and Canal Company's Lines.	Trenton, N. J., / Camden, N. J.,	Jersey City, N. J. and South Amboy N. J. and Branches	144.83
Hudson River Ferries,	Jersey City, N. J.,	New York, N. Y.,	1.00
Trenton Delaware Bridge,	Morrisville, Pa.,	Trenton N. J.,	.19
Philadelphia and Trenton Railroad,	Kensington, Pa.,	Morrisville, Pa., and Branches.	26.50
Connecting Railway,	Mantua, Phila.,	Frankford, Pa.,	6.75
Kensington and Tacony Railroad,	In Philadelphia,		6.88
River Front Railroad,	In Philadelphia,		3.86
Rocky Hill Railroad,	Kingston, N. J.,	Rocky Hill, N. J.,	2.38
Camden and Burlington County Railroad.	Camden, N. J.,	Pemberton, N. J., and Branches.	29.61
Vincentown Branch Railroad,	Evansville, N. J.,	Vincentown, N. J.,	2.84
Mt. Holly, Lumberton and Medford Railroad.	Mt Holly N. J.,	Medford, N. J.,	5.95
Ridgway and Clearfield Railroad,	Ridgway, Pa.,	Falls Creek, Pa.,	27.23
Total No. 3,			451.05
4.			
Pennsylvania Schuylkill Valley Railroad.	West Philadelphia,	New Boston Junc., Pa., and Branches.	130.20
Downingtown and Lancaster Railroad,	Downingtown, Pa.,	Conestoga, Pa.,	37.58
Pomeroy and Newark Railroad,	Pomeroy, Pa.,	Newark, Del.,	26.70
Columbia and Port Deposit Railroad,	Columbia, Pa.,	Perryville, Md.,	43 53
Hanover and York Railroad,	Hanover, Pa.,	Pennsylvania and Maryland State Line.	27.65

PROPERTY OPERATED—CONTINUED.

NAME.	TERMINALS. From—	TERMINALS. To—	Miles of line for each road named.
Frederick and Pennsylvania Line, . . .	Pennsylvania and Maryland State Line.	Frederick, Md., ...	28.00
Mifflin and Centre County Railroad, . .	Lewistown Junc., Pa.,	Milroy, Pa., ...	12.43
Sunbury and Lewistown Railway, ...	Lewistown Borough, Pa	Selinsgrove Junc., Pa ,	43.45
Bedford and Bridgeport Railway, ...	Mt. Dallas, Pa., ...	Pennsylvania and Maryland State Line and Branches.	49.17
Lewisburg and Tyrone Railroad, ...	Tyrone, Pa., ... / Montandon, Pa., . . .	Fairbrook, Pa., and Branches. / Near Lemont, Pa., . .	85.08
Bald Eagle Valley Railroad, ...	Vail, Pa , ...	Lock Haven, Pa., and Branches.	90.08
Tipton Railroad, ...	Tipton, Pa., ...	Coal Mines, Pa . . .	4 44
Cambria and Clearfield Railroad, ...	Cresson Junction, Pa . .	Glen Campbell, Pa., and Branches.	97 71
Cresson and Irvona Railroad, ...	Cresson, Pa., ...	Irvonia, Pa., and Branches.	28.69
Ebensburg and Black Lick Railroad, . .	Ebensburg, Pa., ...	Bridge over Black Lick Creek, Pa., and Branches.	14.55
South Fork Railroad, ...	South Fork, Pa	End of track, Pa., . . .	8.12
Western Pennsylvania Railroad, ...	Bolivar, Pa	Allegheny City, Pa , and Branches.	120.61
South West Pennsylvania Railway, . . .	Near Greensburg, Pa.,	Fairchance, Pa., ...	111 87
Pittsburg, Virginia and Charlestou Railway.	Near Cochran, Pa . . . / Pittsburg, South Side,	National Tube Works and Branches / West Brownsville, Pa.	77.33
Perth Amboy and Woodbridge Railroad,	Rahway, N. J., ...	Perth Amboy, N. J., . .	6.40
Millstone and New Brunswick Railroad,	New Brunswick, N. J.,	East Millstone, N. J., .	6.64
Belvidere, Delaware, Railroad, ...	Trenton, N. J., ...	Manunka Chunk, N. J., and Branches	79.04
Enterprise Railroad, ...	Operations included with Belvidere, Delaware, Railroad.	Coalport, N. J., ...	East Trenton, N. J., .	1.50
Martin's Creek Railway of N. J.		Middle Delaware River,	Near Martin's Creek, N. J	.14
Martin's Creek Railway of Pa.		Middle Delaware River,	Junction Bangor and Portland Railroad, Pa.	.15
Bustleton Railroad, ...	Holmesburg Junction, Phila.	Bustleton, Phila., . . .	4.16
Philadelphia, Germantown and Chestnut Hill Railroad.	Germantown Junc., Pa ,	Chestnut Hill, Pa., and Branches.	13.87
Freehold and Jamesburg Agricultural Railroad.	Jamesburg, N J., . . .	Sea Girt, N. J., ...	27.54
Columbia, Kinkora and Springfield Railroad	Kinhora, N. J , ...	New Lisbon, N. J., . .	14.16
Philadelphia and Long Branch Railroad,	Birmingham, N. J . . .	Bay Head Junc., N. J., and Branches.	49.07
Engelside Railroad, ...	Junction Connecting Railway, Phila.	Terminus in Phila . . .	.17
New York Bay Railroad, ...	Near Waverly, N. J., .	Crossing C. R. R of N J., N. J.	9 20
Philadelphia and Erie Railroad, ...	Sunbury, Pa., ...	Erie, Pa., ...	287.56
Sunbury, Hazleton and Wilkes-Barre Railway	Sunbury, Pa., ...	Tomhicken, Pa., . . .	43 44
North and West Branch Railroad, . . .	Catawissa, Pa., ...	Wilkes-Barre, Pa , and Branches.	47.82
Nescopec Railroad, ...	Rock Glen Junc., Pa., .	Nescopec, Pa	11.96
Susquehanna and Clearfield Railroad, .	Keating, Pa., ...	Karthaus Pa., and Branch.	24.89
Johnsonburg Railroad, ...	Johnsonburg, Pa., . .	Clermont, Pa., ...	19.69
Philadelphia and Beach Haven Railroad.	Manahawken, N. J., . .	Beach Haven, N. J., and Branches.	12 09
Total No. 4, ...	. . . . .	. . . . .	1,696.70
Total mileage used by Pennsylvania Railroad Company for its statistics.	. . . . .	. . . . .	2,676.43
5.			
Junction Railroad, ...	In Philadelphia, ...	. . . . .	3.56
New York and Long Branch Railroad, .	Perth Amboy, N. J., . .	Bay Head, N. J. . . .	38.04
Central Railroad of New Jersey, ...	Woodbridge, N. J., . .	Perth Amboy, N. J . .	1.70
Lehigh Valley Railroad, ...	New Boston, Pa., . . .	Tomhicken, Pa., ...	25.40
Philadelphia and Reading Railroad, . .	Wetherill Junc , Pa., .	Frackville, Pa., ...	3.20
Pennsylvania Railroad in Maryland. . .	State Line Pennsylvania and Maryland.	Cumberland, Md., . . .	6.10
Piedmont and Cumberland Railroad. . .	In Cumberland, Md., .	. . . . .	.40
Pittsburg, Cincinnati and St. Louis Railway.	Pittsburg Station, . . .	Pittsburg, South Side, .	1.20
Northern Central Railway, ...	Selinsgrove Junc., Pa.,	Sunbury, Pa., ...	5.00
Pemberton and Hightstown Railroad. Union Trans. Co	Pemberton, N. J., . . .	Lewistown, N. J., . . .	2.60
Total No 5, ...	. . . . .	. . . . .	87.20
Total mileage operated, ...	. . . . .	. . . . .	2,763 63

13-8-95

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

NAME.	Character of Business.	Title. (Owned, leased, etc.)	State or Territory.
Delaware and Raritan Canal, ...	Canal, ...	Leased, . . .	New Jersey.

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Share.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital Stock: Common, . . .	3,034,000	$50 00	$151,700,000 00	$129,299,750 00	November, 1894. 2½ per cent. on $129,296,900 00.	$3,232,422 50
Preferred, . . .	. . . . .	. . . . .	. . . . .	. . . . .	May, 1895. 2½ per cent. on $129,299,750 00.	$3,232,493 75
Total, ...	3,034,000	$50 00	$151,700,000 00	$129,299,750 00	. . . . .	$6,464,916 25

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of Shares Issued During Year.	Cash Realized on Amount Issued During Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issue for cash: Common.	107	$5,350 00	2,585,995	$129,299,750 00

EXPLANATORY REMARKS.

The actual amount of interest accrued and paid on the equipment trust bonds was $109,120, of which amount the sum of $60,015 is paid by the Pennsylvania Railroad lines east of Pittsburgh, and $49,105 by the Pennsylvania lines west of Pittsburgh; a portion of the equipment covered by the loan being assigned to the western lines.

The total amount of interest accrued on the real estate 4 per cent. bonds was $80,000, from which amount should be deducted the amount of accrued interest received from purchasers of the bonds $4,769.44.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued	Amount Outstanding.	INTEREST.			
	Date of issue.	When due.				Rate	When Payable	Amount Accrued during Year.	Amount Paid during Year.
Class 1.						*Percent.*			
General mortgage bonds.			$35,000,000 00						
Sterling coupon,	1870	1910		$13,490,760 00	$13,488 820 00	6		$809,329 20	$809,212 80
Dollar coupon,	1870	1910		2,000,000 00	2,000,000 00	6		120,000 00	123 210 00
Dollar registered,	1870	1910		4,509,000 00	4,509,000 00	6		270,540 00	271,140 00
				$19,999,760 00	$19,997,820 00			$1,199,869 20	$1,203,562 80
Consolidated mortgage bonds.			100,000,000 00						
Sterling coupon.	1873	1905		24,250,000 00	22,762,020 00	6		1 365,721 20	1,363,887 90
Dollar coupon.	1873	1905		3,000,000 00	2,757,000 00	6	June and December.	165,420 00	162,810 00
Dollar registered.	1873	1905		2,000,000 00	1 961,000 00	6		117,660 00	119,340 00
Dollar registered.	1879	1919		3,500,000 00	3,498,000 00	5		174 900 00	173,187 50
Dollar coupon.	1879	1919		1,500,000 00	1,500,000 00	5		75,000 00	75 250 00
Dollar coupon.	1893	1943		3,000,000 00	3,000,000 00	4		120,000 00	122,900 00
				$37,250,000 00	$35,478,020 00			$2,018,701 20	$2,017,375 40
Navy yard mortgage registered bonds,	1876	1901	1,000,000 00	1,000,000 00	1,000,000 00	5		50,000 00	50,000 00
			$136,000,000 00	$58,249,760 00	$56,475,840 00			$3,268,570 40	$3,270 938 20
Class 2.									
P. W. & B. R. R stock trust certificates.	1881	1921	$10,000,000 00	$10,000 000 90	$7,702,000 00	4		$308,080 00	$308,080 00
Collateral trust loan,	1889	1913	10,000,000 00	10,000,000 00	9,900,000 00	4½		445,500 00	445,500 00
Equipment trust bonds.	1889	1914	3,000,000 00	3,000,000 00	2,728,000 00	4		*60,015 00	60,915 00
Pennsylvania Railroad real estate coupon and registered bonds.	1893	1928	2,000,000 00	2,000,000 00	2,000,000 00	4		*75,250 56	77,260 00
Total:									
Mortgage bonds,			$136,000,000 00	$58,249,760 00	$56,475,840 00			$3,268,570 40	$3,270,938 20
Miscellaneous obligations,			25,000,000 00	25,000,000 00	22,330,000 00			888,825 56	890,855 00
Grand total,			$161,000,000 00	$83,249,760 00	$78,805,840 00			$4,157,395 96	$4,161,793 20

*See note page 194.

EXPLANATORY REMARKS.

The interest on equipment trust obligations accrued and paid for the year was $278,967.50.

The amount charged to income account was $615,253.24. A reference to a letter written by M. Riebenack, Assistant Comptroller, to Professor Henry C. Adams, Statistician, dated May 7, 1890, which explains fully the Pennsylvania Railroad Company's method of treating payments on account of principal and interest of car trust obligations will explain the cause of this difference. It should also be stated that quite a number of cars covered by obligations are sublet to other companies, and such companies repay the Pennsylvania Railroad Company any payments made by that company on account of the cars so sublet; leaving the Pennsylvania Railroad Company to take into its own accounts only the payments on account of cars leased by the Car Trust to the Pennsylvania Railroad Company.

FUNDED DEBT—CONTINUED.

SERIES OR OTHER DESIGNATION.	Date of Issue.	Term.	Number of payments.	EQUIPMENT COVERED.					Remarks.
				Box.	Refrigerator.	Gondola	Flat.	Total.	
Pennsylvania Car Trust Series I.	Dec. 1, 1884.	10 years,	10	....	....	1,152	....	1,152	Date of maturity extended to March 1, 1898.
Pennsylvania Equipment Trust Series A.	Feb. 1, 1887.	10 years,	10	266	....	2,100	150	2,516	These obligations are issued by the car trust associations and therefore do not appear on the books of the Pennsylvania Railroad Company as part of its funded debt.
Pennsylvania Equipment Trust Series B.	Nov. 1, 1886.	10 years,	10	1,000	....	1,200	....	2,200	
Pennsylvania Equipment Trust Series C.	Feb. 1, 1887.	10 years,	10	....	....	2,256	....	2,256	
Pennsylvania Equipment Trust Series D.	Aug. 1, 1887.	10 years,	10	1,250	....	376	250	1,876	
Pennsylvania Equipment Trust Series E.	May 1, 1887.	10 years,	10	....	....	1,986	....	1,986	
Pennsylvania Equipment Trust Series F.	Feb. 1, 1888.	10 years,	10	350	50	1,585	....	1,985	
Pennsylvania Equipment Trust Series G.	May 1, 1888.	10 years,	10	100	....	1,915	....	2,015	
Pennsylvania Equipment Trust Series H.	Feb. 1, 1889.	10 years,	10	1,050	....	525	....	1,575	The Pennsylvania Railroad leases the cars from the trustee of the car trust associations at a yearly rental which is sufficient to pay one-tenth of the principal, the interest on the outstanding stock and the expenses of the trust.
Pennsylvania Equipment Trust Series J.	Aug. 1, 1889.	10 years,	10	640	....	1,300	....	1,940	
Pennsylvania Equipment Trust Series K.	Nov. 1, 1891.	10 years,	10	1,000	....	500	....	1,500	
Pennsylvania Rolling Stock Trust Series A.	April 1, 1892.	10 years,	10	1,569	....	....	....	1,569	
Pennsylvania Rolling Stock Trust Series B.	April 1, 1892.	10 years,	10	1,592	....	....	....	1,592	
Pennsylvania Rolling Stock Trust Series C.	July 1, 1892.	10 years,	10	1,339	....	309	....	1,648	
Pennsylvania Rolling Stock Trust Series D.	July 1, 1892.	10 years,	10	....	....	1,691	....	1,691	

FUNDED DEBT—CONTINUED.

SERIES OR OTHER DESIGNATION.	Cash Paid on Delivery of Equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENT—INTEREST.				
		Original Amount.	Amount Outstanding July 1, 1895.	Original Amount.	Amount Outstanding.	Amount Accrued During Year.	Amount Paid During Year.	Rate.
Pennsylvania Car Trust Series 1.	$550.000 00	$550.000 00	$75.000 00	$145,125 00	$6.562 50	$4.687 50	$4.687 50	5 per cent.
Pennsylvania Equipment Trust Series A,	1.000.000 00	1,000.000 00	200.000 00	220.000 00	10,000 00	11,000 00	11.000 00	4 per cent.
Pennsylvania Equipment Trust Series B.	1.000.000 00	1.000.000 00	200.000 00	220,000 00	8,000 00	10.000 00	10.000 00	4 per cent.
Pennsylvania Equipment Trust Series C,	1.000.000 00	1,000.000 00	200.000 00	220.000 00	10.000 00	11 000 00	11.000 00	4 per cent.
Pennsylvania Equipment Trust Series D,	1.000.000 00	1.000 000 00	300.000 00	220,000 00	15.000 00	13,000 00	13.000 00	4 per cent.
Pennsylvania Equipment Trust Series E,	1.000.000 00	1,000.000 00	200.000 00	220.000 00	12.000 00	12.000 00	12.000 00	4 per cent.
Pennsylvania Equipment Trust Series F,	1,000.000 00	1.000,000 00	300,000 00	220.000 00	21.000 00	15,000 00	15,000 00	4 per cent.
Pennsylvania Equipment Trust Series G,	1.000.000 00	1.000,000 00	300.000 00	220.000 00	24.000 00	16,000 00	16.000 00	4 per cent.
Pennsylvania Equipment Trust Series H,	1,000.000 00	1,000.000 00	400 000 00	220.000 00	34,000 00	19,000 00	19,000 00	4 per cent.
Pennsylvania Equipment Trust Series J.	1,000.000 00	1.000.000 00	500,000 00	186,400 00	45,000 00	21.000 00	21,000 00	4 per cent.
Pennsylvania Equipment Trust Series K,	887.000 00	887.000 00	587.000 00	167,220 00	69.140 00	25.480 00	25,480 00	4 per cent.
Pennsylvania Rolling Stock Trust Series A.	1,000.000 00	1,000.000 00	700.000 00	210,000 00	105,000 00	31,000 00	31,000 00	4 per cent.
Pennsylvania Rolling Stock Trust Series B.	1,000.000 00	1.000.000 00	700.000 00	210.000 00	105.000 00	31.000 00	31.000 00	4 per cent.
Pennsylvania Rolling Stock Trust Series C,	1,000.000 00	1.000,000 00	700,000 00	220.000 00	112.000 00	32.000 00	32.000 00	4 per cent.
Pennsylvania Rolling Stock Trust Series D,	870,000 00	870,000 00	570.000 00	160.500 00	76.800 00	26.800 00	26.800 00	4 per cent.
Total,	$14,307,000 00	$14,307,000 00	$5,932,000 00	$3,059,245 00	$655.502 50	$278,967 50	$278,967 50	

EXPLANATORY REMARKS.

The amount as "Loans and Bills Payable, $13,878,961.45, is composed entirely of balance due to various railroad companies, other corporations, etc., controlled by the Pennsylvania Railroad Company, which under its method of transacting business are required to be deposited with the treasurer of that company.

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds	$58,249,760 00	$56,475,840 00	$3,268,570 40	$3,270,938 20
Miscellaneous obligations	25,000,000 00	22,330,000 00	888,825 56	890,855 00
Equipment trust obligations, (not on Company's books)	14,307,000 00	5,932 000 00	615,253 21	615,253 24
Total	$97,556,760 00	$84,737,840 00	$4,772,649 20	$4,777,046 44

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1895.	
Cash	$3,540,721 48	Loans and bills payable	$13,878,961 45
Bills receivable	3,213,989 50	Audited vouchers and accounts	3,792,170 33
Due from agents	3,766,808 49	Wages and salaries	2,531,013 20
Due from solvent companies and individuals	10,595,214 96	Net traffic balances due to other companies	753,117 17
Other cash assets (excluding "material and supplies"* on hand as follows:		Dividends not called for	41,135 00
		Matured interest coupons unpaid	113,345 28
		Miscellaneous	1,297,059 87
Cash on deposit in London and New York for payment of interest, etc	1,235,269 45		
Total cash and current assets	$22,352,003 88		
Balance—Current liabilities	54,797 42		
Total	$22,406,801 30	Total current liabilities	$22,406,801 30

* Materials and supplies on hand, $3,149,495.01

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	Total amount outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital stock	$129,299 750 00	528.68	$244,571 00
Bonds	78,805,840 00	528 68	149,062 00
Equipment trust obligations	5,932 000 00	528 68	11,220 00
Current liabilities	22,406,801 30	528.68	42,383 00
Total	$236,444,391 30	528.68	$447,236 00

EXPLANATORY REMARKS.

In any use made of the amount of stock, bonds, etc., per mile of road shown in statement A it should be borne in mind that as this company has over one hundred and seventeen millions of dollars invested in the stocks and bonds of other companies, and that the equipment owned by it is used on all its leased and operated lines, no averages obtained by dividing the length of the road owned by this company into its capital stock and funded debt can be of any use in comparison with similar data furnished by another road owning no securities and only having sufficient equipment for its own lines.

RECAPITULATION—CONTINUED.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF LINE.	
					Miles.	Amount.
Pennsylvania railroad	$129,299,750 00	$78,805,840 00	$22,406,801 30	$230,512,391 30	528.68	$436,015 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad	1,182,550 00	700,000 00	58,874 50	1,941,424 50	53.74	36,126 00
West Chester railroad	165,000 00	75,000 00	105 00	240,105 00	5.22	45,997 00
Pennsylvania Schuylkill Valley railroad	7,117,450 00	7,000,000 00	. . . . .	14,117,450 00	130.22	108,412 00
Downingtown and Lancaster railroad	405,650 00	300,000 00	209,625 43	915,275 43	37.58	24,355 00
Pomeroy and Newark railroad	500,000 00	. . . . .	220,961 62	720,961 62	26.70	27,002 00
Columbia and Port Deposit railway	1,000,000 00	1,800,000 00	. . . . .	2,800,000 00	43.53	64,323 00
Hanover and York railroad	325,000 00	150,000 00	3,400 05	478,400 05	27.65	17,302 00
Frederick and Pennsylvania Line railroad	779,100 00	250,000 00	352,808 47	1,381,908 47	28.00	49,354 00
Mifflin and Centre County railroad	167,775 00	200,000 00	12,503 50	380,278 50	12.43	30,594 00
Sunbury and Lewistown railway	600,000 00	500,000 00	. . . . .	1,100,000 00	43.45	25,316 00
Bedford and Bridgeport railway	600,000 00	1,700,000 00	. . . . .	2,300,000 00	49.17	46,776 00
Lewisburg and Tyrone railroad	1,200,000 00	. . . . .	301,030 13	1,501,030 13	85.08	17,642 00
Bald Eagle Valley railroad	1,535,000 00	340,000 00	. . . . .	1,875,000 00	90.08	20,815 00
Tyrone and Clearfield railway	1,000,000 00	1,000,000 00	25,000 00	2,025,000 00	134.07	15,104 00
Tiptou railroad	43,250 00	. . . . .	1,066 98	44,316 98	4.44	9,981 00
Cambria and Clearfield railroad	1,288,550 00	1,279,000 00	31,975 00	2,599,525 00	97.71	26,604 00
Cresson and Irvonia railroad	500,000 00	500,000 00	10,000 00	1,010,000 00	28.69	35,204 00
Ebensburg and Black Lick railroad	350,000 00	100,000 00	2,677 61	452,677 61	14.55	31,112 00
South Fork railroad	108,000 00	. . . . .	11,244 97	119,244 97	8.12	14,685 00
Western Pennsylvania railroad	1,775,000 00	4,435,000 00	54,978 75	6,264,978 75	120.61	51,944 00
South West Pennsylvania railway	1,499,900 00	900,000 00	3,745 00	2,403,645 00	111.87	21,486 00
Pittsburg, Virginia and Charleston railway	3,432,500 00	3,431,000 00	3,298 00	6,866,798 00	77.33	88,799 00
Philadelphia and Erie railroad	10,385,000 00	19,799,000 00	58,945 39	30,242,945 39	287.56	105,171 00
Johnsonburg railroad	200,000 00	200,000 00	18,000 00	418,000 00	19.69	21,228 00
Ridgeway and Clearfield railroad	491,000 00	491,000 00	. . . . .	982,000 00	27.23	36,063 00
Susquehanna and Clearfield railroad	286,000 00	285,000 00	120,986 60	691,986 60	24.89	27,802 00
Nescopec railroad	259,000 00	200,000 00	92,389 33	551,389 33	11.96	46,103 00
North and West Branch railway	1,500,000 00	1,500,000 00	62 50	3,000,062 50	47.82	62,737 00
Sunbury, Hazleton and Wilkes-Barre railway	1,000,000 00	2,350,000 00	3,082 35	3,353,082 35	43.44	77,189 00
United New Jersey Railroad and Canal Company	21,240,400 00	20,001,625 00	9,514,885 20	50,756,910 20	144.83	*
Trenton Delaware Bridge	198,900 00	450,000 00	2,875 00	651,775 00	.19	3,430,394 00
Philadelphia and Trenton railroad	1,259,100 00	. . . . .	2,116,670 88	3,375,770 88	26.50	127,388 00
Connecting railway	1,278,303 00	991,000 00	1,172,250 33	3,441,550 33	6.75	509,859 00
Kensington and Tacony railroad	354,900 00	. . . . .	. . . . .	354,900 00	6.88	51,584 00
River Front railroad	300,000 00	300,000 00	. . . . .	600,000 00	3.86	155,440 00
Engelside railroad	30,000 00	. . . . .	. . . . .	30,000 00	.17	176,471 00
Perth Amboy and Woodbridge railroad	228,400 00	100,000 00	. . . . .	328,400 00	6.40	51,313 00
Millstone and New Brunswick railroad	95,750 00	. . . . .	82,744 42	178,494 42	6.64	26,882 00
Rocky Hill railroad	45,600 00	. . . . .	. . . . .	45,600 00	2.38	19,160 00
Belvidere Delaware railroad	1,150,000 00	2,811,000 00	1,370 00	3,962,370 00	79.04	57,168 00
Enterprise railroad, Operations included with	30,000 00	15,000 00	. . . . .	45,000 00	1.50	30,000 00
Martin's Creek Railway of New Jersey. Belvidere Delaware rail-	28,000 00	. . . . .	. . . . .	28,000 00	.14	200,000 00
Martin's Creek Railway of Pennsylvania. road.	30,000 00	. . . . .	. . . . .	30,000 00	.15	200,000 00

Bustleton railroad	100,000 00	. . . . .	33,245 06	133,245 06	4.16	32,050 00
Philadelphia, Germantown and Chestnut Hill railroad	1,263,000 00	1,263,000 00	2,160 00	2,528,160 00	13.87	182,275 00
Freehold and Jamesburg Agricultural railroad	295,600 00	498,600 00	16,221 50	810,421 50	27.54	29,427 00
Columbus, Kinkora and Springfield railroad	66,050 00	129,800 00	162,184 00	358,034 00	14.16	25,285 00
Philadelphia and Long Branch railroad	765,000 00	750,000 00	842,937 24	2,357,937 24	49.07	48,053 00
Philadelphia and Beach Haven railroad	200,000 00	. . . . .	18,584 29	218,584 29	12.09	18,081 00
Camden and Burlington County railroad	381,925 00	350,000 00	14,476 50	746,401 50	29.61	25,208 00
Vincentown Branch railroad	25,000 00	15,000 00	. . . . .	40,000 00	2 84	14,085 00
Mt. Holly, Lumberton and Medford railroad	95,650 00	75,000 00	. . . . .	170,650 00	5.95	28,681 00
New York Bay railroad	500,000 00	459,182 40	. . . . .	959,182 40	9.20	104,259 00
Grand total	$198,957,050 00	$156,500,047 40	$37,984,166 90	$393,441,264 30	2,675 43	*

* No "Amount per Mile of Road" given for the United New Jersey Railroad and Canal Company, also no "Grand Total Amount per Mile of Road," for the reason that the stocks and bonds cover both railroad and canal.

EXPLANATORY REMARKS.

It is not possible from the system of accounts used by this company to give the expenditures for the year or the total cost under the various items as called for. The transactions for the year shown as "Cost of Construction" are sub-divided in our accounts as follows:

Right of way,	$21,156 93
Additional tracks,	61,437 52
New lines,	32,039 19
Wharfing,	14,347 65
Other items,	70,013 44
Grading,	75,723 09
Building, furniture and fixtures,	756,253 19
	$632,981 55

We do not separate in our accounts the cost of the different kinds of cars used in the passenger service, consequently we cannot divide the amounts stated to show separately the cost of passenger cars, sleeping, parlor or dining cars, etc. The cost of equipment is that of equipment used on all Pennsylvania Railroad lines, dividing it by length of road owned by Pennsylvania Railroad shows a result which can be of no use. Dividing the cost of floating equipment by the length of road owned also produces a result that can be of no use.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures During Year, Not Included in Operating Expenses Charged to Construction or Equipment.	Total Cost to June 30, 1894.	Total Cost to June 30, 1895.	Cost per Mile.
Construction:				
Other real estate.	$646,205 41	$19,388,696 88	$20,034,902 29	$37,896 09
Cost of construction.	632,981 55	53,584,819 25	52,951,837 70	100,158 58
Shop machinery and tools.		1,618,218 88	1,618,218 88	3,060 86
Total construction,	$13,228 86	$74,591,735 01	$74,604,958 87	$141,115 53
Equipment:				
Locomotives,		14,080,770 35	14,080,770 35	26,633 82
Passenger cars,		6,398,583 65	6,398,583 65	12,102 94
Freight cars.	247,571 73	15,625,815 81	15,873,387 54	30,024 57
Other cars of all classes,		177,425 55	177,425 55	335 60
Floating equipment,	15,011 19	1,861,591 14	1,846,579 95	3,492 81
Total equipment.	$232,560 54	$38,144,186 50	$38,376,747 04	$72,589 74
Grand total cost construction, equipment, etc.	$245,784 40	$112,735,921 51	$112,981,705 91	$213,705 27

EXPLANATORY REMARKS.

Other deductions:

Extraordinary repairs,	$1,385,271 51
Pennsylvania Railroad consolidated mortgage sinking fund,	324,780 00
Fund for purchase of securities,	74,340 88
Allegheny Valley Railway Company, advances for interest on bonds, etc.,	325,980 00
Sundry items,	38,582 80
	$2,148,955 19

Deductions for year: Adjustment of certain items of construction account, less profit on securities disposed of and amounts received in settlement of old accounts.

INCOME ACCOUNT.

Gross earnings from operation,	$61,739,917 64	
Less operating expenses,	42,036,146 71	
Income from operation,		$19,703,770 93
Dividends on stocks owned	$2,685,174 80	
Interest on bonds owned	1,771,556 30	
Miscellaneous income—less expenses	712,460 04	
Income from other sources,		5,169,191 14
Total income,		$24,872 962 07
Deductions from income:		
Interest on funded debt accrued,	$4,772,649 20	
Rents paid for lease of road,	8,861,172 53	
Taxes,	924,099 88	
Other deductions,	2,148,955 19	
Interest on real estate mortgages,	125,294 99	
Total deductions from income,		16,832,171 79
Net income,		$8,040,790 28
Dividends, five per cent. common stock,		6,464,916 25
Surplus from operations of year ending June 30, 1895,		$1,575,874 03
Surplus on June 30, 1894,		26,510,501 28
Total,		$28,086,375 31
Deductions for year.		4,883,142 90
Surplus on June 30, 1895,		$23,203,232 41

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Actual Earnings.
Total passenger revenue,		$14,352,429 69
Mail,		1,416,513 74
Express,		1,387,340 99
Total passenger earnings,		$17,156,284 42
Total freight earnings,		43,613,118 38
Total passenger and freight earnings,		$60,769,402 80
Rents from tracks, yards, and terminals,	$17,919 88	
Other sources,	922,594 96	
Total other earnings,		970,514 84
Total gross earnings from operation,		$61,739,917 64

STOCKS OWNED.
A.—Railway Stocks.

NAME.	Total Par Value.	Rate.	Income or Dividend Received.
		Per ct.	
Allegheny Valley Railway Company, common	$9,653,800 00		
Allegheny Valley Railway Company, preferred	10,906,105 77		
Bald Eagle Valley Railroad Company	706,250 00	10	$70,625 00
Belvidere Delaware Railroad Company	141,600 00	6	8,496 00
Baltimore and Potomac Railroad Company	4,081,100 00		
Bustleton Railroad Company	100,000 00		
Bedford and Bridgeport Railway Company	600,000 00		
Barnegat Railroad Company	50,000 00		
Columbia and Port Deposit Railway Company	600,000 00	6	36,000 00
Columbus and Xenia Railroad Company	500 00	8	42 00
Camden and Atlantic Railroad Company, common	234,100 00		
Camden and Atlantic Railroad Company, preferred	452,100 00	5	22,605 00
Connecting Railway Company	1,277,700 00	6	76,662 00
Chartiers Railway Company	333,850 00	10	33,385 00
Cumberland Valley Railroad Company, 1st preferred	112,100 00		
Cumberland Valley Railroad Company, 2d preferred	125,100 00	8	97,040 00
Cumberland Valley Railroad Company, common	975,800 00		
Cambria and Clearfield Railroad Company	1,288,550 00		
Cumberland Valley and Martinsburg Railroad Company	200,000 00		
Cresson and Irvona Railroad Company	500,000 00		
Downingtown and Lancaster Railroad Company	405,650 00		
Engleside Railroad Company	30,000 00		
Ebensburg and Black Lick Railroad Company	350,000 00		
Freehold and Jamesburg Agricultural Railroad Company	37,800 00	7	2,646 00
Frederick and Pennsylvania Line Railroad Company, preferred	461,000 00		
Fair Hill Railroad Company	150,000 00		
Hanover and York Railroad Company	325,000 00		
Junction Railroad Company	76,650 00	5	3,832 50
Johnsonburg Railroad Company	75,000 00		
Kensington and Tacony Railroad Company	354,900 00		
Lewisburg and Tyrone Railroad Company	1,110,450 00		
Little Miami Railroad Company	500 00	8	40 00
Mifflin and Centre County Railroad Company	137,250 00		
Millstone and New Brunswick Railroad Company	250 00		
Mt. Holly, Lumberton and Medford Railroad Company	47,700 00	6	2,862 00
Northern Central Railway Company	3,488,950 00	7	244,226 50
North and West Branch Railway Company	925,000 00	9	83,250 00
Nescopec Railroad Company	259,000 00		
New York Bay Railroad Company	500,000 00		
Pennsylvania Company, common	21,000,000 00		
Pittsburg, Virginia and Charleston Railway Company	3,044,202 00	2½	53,192 50
Philadelphia and Erie Railroad Company, common	3,501,800 00		
Philadelphia and Erie Railroad Company, preferred	2,400,000 00		
Philadelphia, Germantown and Chestnut Hill Railroad Company	1,262,750 00		
Pittsburg, Fort Wayne and Chicago Railway Company, guaranty special	2,348,500 00	7	164,395 00
Philadelphia and Long Branch Railroad Company	765,000 00		
Piedmont and Cumberland Railway Company	200,000 00	6	12,000 00
Perth Amboy and Woodbridge Railroad Company	198,400 00	10	19,840 00
Pennsylvania and North Western Railroad Company	28,250 00	2	565 00
Philadelphia and Trenton Railroad Company	500 00	10	50 00
Philadelphia, Wilmington and Baltimore Railroad Company	10,890,950 00	6¼	700,288 05
Pomeroy and Newark Railroad Company	500,000 00		
Pennsylvania Schuylkill Valley Railroad Company	7,117,200 00		
Philadelphia and Delaware County Railroad Company	250,000 00		
Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, common	2,245,500 00		
Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, preferred	2,406,400 00		
Pennsylvania and New Jersey Railroad Company of New Jersey	100,000 00		
Philadelphia, Bustleton and Trenton Railroad Company	264,500 00		
Philadelphia and Beach Haven Railroad Company	200,000 00		
River Front Railroad Company	300,000 00	5	15,000 00
Ridgway and Clearfield Railroad Company	491,000 00	6	29,460 00
Rocky Hill Railroad and Transfer Company	250 00	6	15 00
Susquehanna and Clearfield Railroad Company	286,000 00		
Sunbury, Hazleton and Wilkes-Barre Railway Company	1,000,000 00	10	100,000 00
South Fork Railroad Company	108,000 00		
Trenton Cut-off Railroad Company	100,000 00		
Tipton Railroad Company	45,250 00		
Tyrone and Clearfield Railway Company	1,000,000 00	5	50,000 00
Toledo, Walhonding Valley and Ohio Railroad Company	1,920,000 00		
United New Jersey Railroad and Canal Company	1,350,000 00	10	135,000 00
Vincentown Branch of the Burlington County Railroad Company	3,150 00	6	189 00
Western Pennsylvania Railroad Company	1,753,500 00	8	140,280 00
West Jersey Railroad Company	511,950 00	6½	33,276 75
West Chester Railroad Company	165,000 00	5	8,250 00
Washington Southern Railway Company	1,000,000 00		
West Virginia and Pennsylvania Railroad Company	47,000 00		
Summit Branch Railroad Company	2,190,200 00		
St. Louis, Vand. and Terre Haute Railroad Company, 1st preferred	837,000 00		
South West Pennsylvania Railway Company	1,057,250 00	10	105,725 00
Total	$113,961,257 77		$2,249,238 30

NOTE.—Valuation, $76,680 363 04.

B.—Other Stocks

NAME.	Total Par Value.	Rate.	Income or Dividend Received.
		Per ct	
Altoona and Logan Valley Electric Railway Company,	$80,000 00	. . . .	. . . . .
Burlington and Mt. Holly Traction Company	25,000 00	. . . .	. . . . .
Cresson Springs Company, common.	182 150 00	. . . .	. . . . .
Cresson Springs Company, preferred,	50,000 00	. . . .	. . . . .
Camden and Philadelphia Steam-boat Ferry Company.	346,150 00	10	34,615 00
Delaware and Schuylkill Market Company,	250,000 00	4	10,000 00
Girard Point Storage Company.	1,064,200 00	. . . .	. . . . .
International Navigation Company,	725,000 00	. . . .	. . . . .
Louisville Bridge Company,	901,300 00	8	72,104 00
Manor Real Estate and Trust Company,	1,863,950 00	. . . .	. . . . .
New Jersey Warehouse and Guaranty Company,	25,000 00	. . . .	. . . . .
Philadelphia Bourse,	5,000 00	. . . .	. . . . .
Pennsylvania Canal Company,	3,517,150 00	. . . .	. . . . .
Port Richmond and Bergen Point Ferry Company.	40,000 00	. . . .	. . . . .
Philadelphia, Bala and Bryn Mawr Turnpike Company,	2,000 00	. . . .	. . . . .
Pennsylvania Car Trust 5 per cent. certificates,	45,000 00	5	3,187 50
Pennsylvania Equipment Trust 4 per cent. certificates,	16,000 00	4	760 00
Pennsylvania Rolling Stock 4 per cent. Car Trust certificates,	515,000 00	4	81,690 00
Susquehanna Coal Company,	2,136,800 00	10	213,680 00
West Jersey Ferry Company,	215,000 00	8	17,200 00
Merchants Warehouse Company,	30,000 00	3	2,700 00
Total.	$12,034,700 00	. . . .	$435,936 50
Grand total, A and B,	$125,995,957 77	. . . .	$2,685,174 80

NOTE.—Valuation, $1,957,119 60. Grand total valuation, A and B, $81,637,482 61.

BONDS OWNED

A.—Railway Bonds.

Name.	Total Par Value.	Rate Per Cent.	Income or Interest Received.
Allegheny Valley Railroad Company, first mortgage,	$572,000 00	7 3	. . . . .
Belvidere Delaware Railroad Company, consolidated mortgage,	362,000 00	1	$24,000 00
Baltimore and Potomac Railroad Company, consolidated mortgage,	3,000,000 00	5	114,075 00
Bedford and Bridgeport Railway Company, debit certificate,	1,700,000 00	5	85,000 00
Cambria and Clearfield Railroad Company, first mortgage,	635,000 00	5	31,675 00
Cincinnati and Muskingum Valley Railroad Company, first mortgage,	754,000 00	7	. . . . .
Cincinnati, Richmond and Chicago Railroad Company, second mortgage,	65,000 00	7	. . . . .
Camden and Atlantic Railroad Company, debit certificate,	385,000 00	5	19,250 00
Columbia and Port Deposit Railway Company, mortgage coupon,	1,800,000 00	4	72,000 00
Cresson and Irvona Railroad Company, first mortgage	500,000 00	4	10,000 00
Downingtown and Lancaster Railroad Company, coupon mortgage,	218,000 00	4	. . . . .
Frederick and Pennsylvania Line Railroad Company, first mortgage,	242,500 00	6	. . . . .
Fairhill Railroad Company, debit certificate,	107,045 84	. . . .	. . . . .
Freehold and Jamesburg Agricultural Railroad Company, certificate of indebtedness,	800 00	6	. . . . .
Grand Rapids and Indiana Railroad Company, second mortgage,	2,700,000 00	6	. . . . .
Gettysburg and Harrisburg Railroad Company, first mortgage,	19,000 00	6	1,140 00
Grand Rapids and Indiana Railroad Company, first mortgage,	181,000 00	4.5	5,017 50
Grand Rapids and Indiana Railroad Company, coupon,	484,000 00	5	. . . . .
Hanover and York Railroad Company, debit,	150,000 00	4	. . . . .
Indianapolis and St. Louis Railroad Company, mortgage,	500,000 00	6	30,000 00
Jersey City and Bergen Railroad Company, first mortgage,	239,000 00	7	16,730 00
Jeffersonville, Madison and Indianapolis Railroad Company first mortgage.	284,000 00	7	20,265 00
Johnsonburg Railroad Company, first mortgage,	150,000 00	6	. . . . .
Lewisburg and Tyrone Railroad Company, debit certificate,	294,174 65	5	14,708 73
Mifflin and Centre County Railroad Company, first mortgage,	200,000 00	6	. . . . .
New York and Long Branch Railroad Company, general mortgage,	34,000 00	5	1,700 00
Neseopee Railroad Company, debit,	200,000 00	5	. . . . .
Northern Central Railway Company, consolidated general mortgage,	27,000 00	6	1,620 00
New York Bay Railroad Company, debit certificate,	459,182 40	. . . .	. . . . .
North and West Branch Railway Company, first mortgage,	1,400,000 00	6	84,000 00
Philadelphia and Erie Railroad Company, general mortgage,	2,000 00	4	80 00
Piedmont and Cumberland Railway Company, first mortgage,	100,000 00	5	5,000 00
Philadelphia, Wilmington and Baltimore Railroad Company, stock registered certificate,	6,000 00	4	240 00
Pittsburg, Virginia and Charleston Railway Company, first mortgage,	3,434,000 00	4.5	. . . . .
Pennsylvania Company, registered secured loan,	10,000 00	6	705 00
Pennsylvania Railroad Company, equipment trust,	14,000 00	4	560 00
Philadelphia and Erie Railroad Company, general mortgage,	263,000 00	5	13,150 00
Pittsburg, Cincinnati and St. Louis Railway Company, first mortgage,	427,000 00	7	22,820 00
Pittsburg, Wheeling and Kentucky Railroad Company, first mortgage,	86,000 00	7	6,090 00
Philadelphia and Erie Railroad Company, consolidated mortgage,	3,681,000 00	6	215,550 00
Pennsylvania Schuylkill Valley Railroad Company, first mortgage,	7,000,000 00	5	350,000 00

BONDS OWNED.—CONTINUED.

Name.	Total Par Value	Rate Per Cent.	Income or Interest Received.
Philadelphia and Long Branch Railroad Company, first mortgage,	$750,000 00	5	. . . . .
Philadelphia, Germantown and Chestnut Hill Railroad Company, consolidated mortgage,	263,000 00	4.5	$5,917 50
Pittsburg, Cincinnati, Chicago and St. Louis Railway Company, consolidated mortgage,	1,420,000 00	4.5	68,805 00
Philadelphia and Delaware County Railroad Company, first mortgage,	180,000 00	5	. . . . .
Philadelphia, Wilmington and Baltimore Railroad Company, debit,	4,000 00	4	160 00
Queen Anne's and Kent Railroad Company, manuscript,	8,441 61	. . . .	. . . . .
River Front Railroad Company, debit certificate,	84,000 00	4	3,360 00
Steubenville and Indiana Railroad Company, first mortgage,	51,000 00	6	3,825 00
Sunbury, Hazleton and Wilkes-Barre Railway Company, second mortgage,	488,000 00	6	29,280 00
St. Louis, Vandalia and Terre Haute Railroad Company, second mortgage,	225,000 00	7	15,750 00
Sunbury, Hazleton and Wilkes-Barre Railroad Company, second mortgage,	600 00	6	36 00
Southwest Pennsylvania Railroad Company, first mortgage,	600,000 00	7	42,000 00
Shamokin Valley and Pottsville Railroad Company, first mortgage,	555,000 00	7	38,850 00
Summit Branch Railroad Company, first mortgage,	489,000 00	7	33,600 00
Susquehanna and Clearfield Railroad Company, first mortgage,	285,000 00	5	. . . . .
Trenton Delaware Bridge Company, debit,	100,000 00	4	4,000 00
Tyrone and Clearfield Railway Company, first mortgage,	1,000,000 00	5	50,000 00
United New Jersey Railroad and Canal Company, general mortgage coupon,	175,000 00	6	10,500 00
United New Jersey Railroad and Canal Company, general mortgage registered,	116,000 00	6	6,960 00
Western Pennsylvania Railroad Company, Pittsburg Branch, first mortgage,	9,400 00	6	36 00
Washington Southern Railway Company, first mortgage,	1,000,000 00	5	. . . . .
Interest received on bonds disposed of during the year,	. . . . .	. . . .	245,199 32
Total,	$40,477,744 00	. . . .	$1,705,655 05

NOTE.—Valuation, A, $34,450,014.98.

B.—Other Bonds.

Name.	Total Par Value.	Rate Per Cent.	Income or Interest Received.
American Bottom Marble, Lime and Coal Company, first mortgage,	$200,000 00	7	$14,000 00
Altoona and Logan Valley Electric Railway Company, first mortgage,	74,500 09	5	1,862 50
Central Stock Yard and Transit Company, first mortgage,	300,000 00	7	21,000 00
Cresson Springs Company, mortgage registered,	100,.00 00	6	. . . . .
International Navigation Company, coupon,	340,000 00	6	20,400 00
Lisbon Coal Company, mortgage,	316,000 00	5	. . . . .
Maryland Steel Company, first mortgage,	180,000 00	5	9,000 00
Pennsylvania Canal Company, general mortgage,	384,000 00	6	. . . . .
Standard Plate Glass Company, second mortgage,	400 00	6	18 75
Western Pennsylvania Exposition Society, first mortgage,	27,000 00	6	1,620 00
Total,	$1,921,900 00	. . . .	$67,901 25
Grand total—A and B,	$42,399,644 00	. . . .	$1,771,556 30

NOTE.—Valuation, B, $1,829,491 42. Total valuation, A and B, $36,279,506 40.

RENTALS RECEIVED.

Rents received from lease of tracks, yards and terminals.

Designation of Property.	Situation of property leased.	Name of company using property leased.	Item.	Total.
Tracks:	Over Susquehanna bridge. Rockville, Pa.	Northern Central Railway Co.,	$6,000 00	
	Between Octoraro Junction and Port Deposit, Md	Philadelphia and Baltimore Central Railroad.	4,000 00	
	Between Pine Creek and Willow Grove, Pa.	Pittsburg and Western railroad.	10,000 00	
	Camden, N. J.,	West Jersey railroad,	2,500 00	
	Lewistown, Pa.,	Kishacoquillas Railroad Co.,	600 00	
	Pittsburg,	Pittsburg, Fort Wayne and Chicago railroad	250 00	
	Pittsburg,	Pittsburg, Cincinnati, Chicago and St. Louis railway.	3,600 00	
	Pittsburg,	Allegheny Valley railway,	1,150 00	
	Total,			$28,100 00
Terminals:	Union Station, Pittsburg,	Allegheny Valley Railway Co.,	$2,253 48	
	Union Station, Pittsburg,	Pittsburg, Fort Wayne and Chicago railway.	5,408 52	
	Union Station, Pittsburg,	Pittsburg, Cincinnati, Chicago and St. Louis railway.	3,605 64	
	Station, Harrisburg,	Northern Central railway,	2,400 00	
	Station, Huntingdon, Pa.,	Huntingdon and Broad Top Mountain railroad.	360 00	
	Station, Driftwood, Pa ,	Allegheny Valley railway,	540 00	
	Station, Emporium, Pa.,	Western New York and Pennsylvania railroad.	600 00	
	Station, Hanover, Pa.,	Western Maryland railroad,	246 00	
	Station, Williamsport, Pa.,	Northern Central railway,	774 84	
	Station, Sunbury, Pa.,	Northern Central railway,	3,511 40	
	Station, St. Marys, Pa.,	St Mary's and South Western railway.	60 00	
	Station, Kane, Pa.,	Pittsburg and Western railway.	60 00	
	Total,			19,819 88
	Grand total rents received,			$47,919 88

MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses	Net miscellaneous income.
Received from branch and other roads for interest on valuation of equipment furnished them,			$333,072 31
Rents of properties of United New Jersey Railroad and Canal Company and Philadelphia and Trenton Railroad Company,			170,712 47
Interest received on securities received with lease of United New Jersey Railroad and Canal Company's property,			212,869 00
Interest on loans and general accounts,			56,798 30
Delaware and Raritan Canal,	$274,966 79	$233,934 02	18,967 23
Empire Line,			22,055 [illegible]
Total,			$712,460 04

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of Way and Structures:	
Repairs of roadway,	$3,603,742 24
Renewals of rails,	499,706 94
Renewals of ties,	974,965 13
Repairs and renewals of bridges and culverts,	502,841 78
Repairs and renewals of fences, road-crossings, signs and cattle guards,	92,568 36
Repairs and renewals of buildings and fixtures,	1,028,663 81
Repairs and renewals of docks and wharves,	209,075 77
Repairs and renewals of telegraph,	81,927 59
Stationery and printing,	14,629 31
Other expenses,	10,889 84
Total,	$7,019,010 77
Maintenance of Equipment:	
Superintendence,	$372,903 23
Repairs and renewals of locomotives,	2,947,139 30
Repairs and renewals of passenger cars,	1,108,153 18
Repairs and renewals of freight cars,	3,320,334 94
Repairs and renewals of work cars,	82,064 80
Repairs and renewals of marine equipment,	199,425 38
Repairs and renewals of shop machinery and tools,	181,392 22
Stationery and printing,	31,529 36
Other expenses,	194,967 28
Total,	$8,937,909 69
Conducting Transportation:	
Superintendence,	$716,613 97
Engine and roundhouse men,	4,057,035 00
Fuel for locomotives,	3,852,337 96
Water supply for locomotives,	218,396 80
Oil, tallow and waste for locomotives,	110,304 04
Other supplies for locomotives,	128,775 62
Train service,	2,989,193 08
Train supplies and expenses,	675,967 98
Switchmen, flagmen and watchmen,	2,565,572 13
Telegraph expenses,	946,445 44
Station service,	4,053,902 26
Station supplies,	538,119 43
Switching charges--balance,	852 75
Car mileage--balance,	722,978 74
Hire of equipment,	293,532 22
Loss and damage,	126,995 45
Injuries to persons,	176,093 39
Clearing wrecks,	111,264 15
Operating marine equipment,	932,374 71
Advertising,	188,166 48
Outside agencies,	301,492 08
Commissions,	449 76
Stock yards and elevators,	4,062 84
Rents for tracks, yards and terminals,	207,928 23
Rents for buildings and other property,	138,985 69
Stationery and printing,	387,839 85
Other expenses,	149 640 34
Total,	$24,595,260 39
General Expenses:	
Salaries of general officers,	$231,874 94
Salaries of clerks and attendants,	644,164 49
General office expenses and supplies,	105,735 10
Insurance,	307,836 18
Law expenses,	110,056 34
Stationery and printing (general offices),	60,439 65
Other expenses,	23,859 16
Total,	$1,483,965 86

OPERATING EXPENSES—CONTINUED.

ITEM.	Amount.
Recapitulation of Expenses:	
Maintenance of way and structures,	$7,019,010 77
Maintenance of equipment,	8,937,909 69
Conducting transportation,	24,595,260 39
General expenses,	1,483,965 86
Total operating expenses,	$42,036,146 71
Other expenses, as per deductions from income,	16,832,171 79
Grand total,	$58,868,318 50

Percentage of operating expenses to earnings, 68.09 per cent.

RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
West Chester Railroad,	$3,750 00	$8,250 00	$1,910 32	$13,910 32
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad.	28,000 00	82,778 50	14,277 39	125,055 89
Pennsylvania Schuylkill Valley Railroad,			359,551 52	359,551 52
Columbia and Port Deposit Railway,			125,084 38	125,084 38
Hanover and York Railroad,			15,552 32	15,552 32
Mifflin and Centre County Railroad,			25,573 54	25,573 54
Sunbury and Lewistown Railway,			207,594 36	207,594 36
Bedford and Bridgeport Railway,			124,689 69	124,689 69
Lewisburg and Tyrone Railroad,			2,517 55	2,517 55
Bald Eagle Valley Railroad,			153,621 38	153,621 38
Tyrone and Clearfield Railway,	50,000 00	50,000 00	15,275 33	115,275 33
Cresson and Irvona Railroad,			8,047 60	8,047 60
Cambria and Clearfield Railroad,			64,275 33	64,275 33
South Fork Railroad,			994 13	994 13
Western Pennsylvania Railroad,			476,020 15	476,020 15
South West Pennsylvania Railroad,			359,027 41	359,027 41
Pittsburg, Virginia and Charleston Railway,			588,324 93	588,324 93
McKeesport and Bessemer Railway,			18,612 28	18,612 28
Philadelphia and Erie Railroad,			1,061,394 26	1,061,394 26
Sunbury, Hazleton and Wilkes-Barre Railway.			249,006 99	249,006 99
North and West Branch Railway,			254,048 12	254,048 12
Nescopec Railroad,			2,717 25	2,717 25
Ridgway and Clearfield Railroad,	12,275 00		34,728 00	47,003 00
Johnsonburg Railroad,			23,812 59	23,812 59
United New Jersey Railroad and Canal Company.	946,256 67	2,124,040 00	620,359 75	3,690,636 42
Perth, Amboy and Woodbridge Railroad,			38,395 06	38,395 06
Rocky Hill Railroad and Transportation Company.		1,122 00	260 49	1,382 49
Belvidere Delaware Railroad,			266,354 65	266,354 65
Philadelphia, Germantown and Chestnut Hill Railroad.			38,511 82	38,511 82
Freehold and Jamesburg Agricultural Railroad.			60,199 33	60,199 33
Columbus, Kinkora and Springfield Railroad.			3,976 86	3,976 86
Camden and Burlington County Railroad,	21,000 00	22,915 50	5,266 61	49,182 11
Vincentown Branch,		900 00	213 61	1,113 61
Mt. Holly, Lumberton and Medford Railroad.	5,250 00	5,739,00	738 54	11,727 54
Trenton and Delaware Bridge Company,	24,500 00		5,100 31	29,600 31
Connecting Railway,	59,460 00	76,698 00	14,962 39	151,120 39
Kensington and Tacony Railroad,			220 68	220 68
River Front Railroad,			30,373 93	30,373 93
Philadelphia and Trenton Railroad,		49,410 00	17,277 01	66,687 01
Total rents—A.,	$1,150,471 67	$2,421,853 00	$5,288,847 86	$8,861,172 53

B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks,	Philadelphia,	Junction Railroad Company,	$45,915 38	
	Washington avenue, Philadelphia,	Philadelphia, Wilmington and Baltimore Railroad.	19,126 66	
	York, Pa.,	Northern Central Railway Company.	250 00	
	Pittsburgh,	Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.	3,600 00	
	Cumberland, Md.,	West Virginia, Central and Pittsburgh Railway.	125 00	
	Perth Amboy, N. J.,	Central Railroad of New Jersey.	12,999 96	
	Trenton Cut-off Railroad,	Pennsylvania Railroad Company.	3,901 54	
	Bridge, Lewisburg, Pa.,	Lewisburg Bridge Company.	17,532 26	
	Clermont, Pa.,	Western, New York and Pennsylvania Railroad Company.	120 00	
	Falls Creek, Pa.,	Allegheny Valley Railroad Company.	300 00	
	Falls Creek, Pa.,	Buffalo, Rochester and Pittsburgh Railroad Company.	120 00	
	Sunbury, Pa.,	Philadelphia and Erie Railroad Company.	5,000 00	
	Philadelphia,	Jas. Martin Company.	156 00	
Total,				$109,146 80
Yards,	Lewistown, Pa,	Pennsylvania Railroad Company.	$5,000 00	
	Columbia, Pa.,	Old Columbia Public Grounds Company.	600 00	
	Paoli, Pa.,	Paoli Heights Lands Company.	50 00	
	Bristol, Pa.,	Borough of Bristol,	25 00	
	Merchantville, N. J.,	E. J. Osler,	25 00	
Total,				5,700 00
Terminals,	Philadelphia,	Girard Point Storage Company.	$19,533 39	
	Philadelphia,	International Navigation Company.	41,909 80	
	Philadelphia,	Pennsylvania Railroad Company.	27,408 42	
	Erie, Pa.,	Lake Shore and Michigan Southern Railway Company,	1,429 84	
	Wilkes-Barre, Pa.,	Lehigh Valley Railroad Company.	1,800 00	
	Hazleton, Pa.,	Lehigh Valley Railroad Company.	999 98	
Total,				93,081 43
Grand total rents—B.,				$207,928 23

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$74,604,958 87	Capital stock,	$127,299,750 00
Cost of equipment,	38,376,747 04	Pennsylvania railroad dividend scrip, May 31, 1893,	10,009 00
Stocks owned,	$1,637,482 64	Funded debt,	78,805,840 00
Bonds owned,	35,586,338 40	Current liabilities,	22,406,801 30
Other permanent investments,	135,208 28	Real estate mortgages,	3,931,229 32
Girard Life and Trust Company, trustees, special equipment 4 per cent. equipment trust gold loan,	3,435,536 69	Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad guaranteed stock bonds,	1,882,550 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad cost as represented by guaranteed stock and bonds,	1,882,550 00	Securities United New Jersey Railroad and Canal Company,	3,283,461 25
United New Jersey Railroad and Canal Company securities,	3,283,461 25	Fund for purchase of securities guaranteed by Pennsylvania Railroad Company, created Oct. 9, 1878,	4,495,190 91
Managers of trust created Oct. 9, 1878,	4,495,190 91		
Cash and current assets,	22,352,003 88	Sinking fund, Pennsylvania Railroad Company consolidated mortgage bonds,	5,015,020 00
Materials and supplies,	3,149,495 01	Profit and loss,	24,203,232 41
Sinking fund,	3,243,040 00		
Sundries,	151,071 22		
Grand total,	$272,333,084 19	Grand total,	$272,333,084 19

IMPORTANT CHANGES DURING THE YEAR.

		Miles.
No. 1.	Sonman branch put in operation,	.71
	Wilmerding branch extended,	1.43
	Tyrone and Clearfield Railway extended,	1.20
	Kensington and Tacony Railroad extended,	1.75
	Cambria and Clearfield Railroad extended,	.09
	Ebensburg and Black Lick Railroad opened,	14.55
	Western Pennsylvania Railroad extended,	.23
	Pittsburgh, Virginia and Charleston Railway extended,	.58
	Total extensions,	20.54
	Enterprise Railroad account remeasurement—increase, .24	
	Mifflin and Centre County Railroad, increase, report of last year incorrect, .12	
	Pittsburgh, Virginia and Charleston Railway account of consolidation of McKeesport and Bessemer Railroad, 1.52	
		1.88
		22.42
No. 2.	Philadelphia and Trenton Railroad mileage decreased account remeasurement, .62	
	Downingtown and Lancaster Railroad decreased, account remeasurement, .40	
	Philadelphia and Long Branch Railroad decreased, account remeasurement, .02	
		1.04
	New Portage Railroad mileage—deducted from mileage operated, it now being considered a siding—decrease, .82	
	Total decrease,	1.86
	Net increase,	20.56

No. 4. Agreement with Ebensburg and Black Lick Railroad Company to operate road. Lease of Ridgway and Clearfield Railroad executed for 50 years from November 1, 1894. Agreement made with Cresson and Irvona Railroad Company. Rental, net earnings.

No. 5. McKeesport and Bessemer Railroad Company consolidated with Pittsburgh, Virginia and Charleston Railway Company, Cresson and Clearfield Company and New York Short Route Railroad sold under foreclosure and reorganized under name of Cresson and Irvona Railroad Company.

No. 6. Five thousand three hundred and fifty dollars capital stock issued by conversion of scrip issued for part dividend of May, 1893.

No. 7. One hundred thousand dollars Pennsylvania Railroad real estate bonds issued.

No. 8. Eleven thousand six hundred and ninety-five dollars and twenty-seven cents real estate mortgage created.

CONTRACTS, AGREEMENTS, ETC.

1. Express business done by Adams Express Company under contract.

2. United States mails carried under regulations of United States Government.

3. Sleeping, parlor and dining cars furnished by Pullman's Palace Car Company.

4. Agreement with International Navigation Company dated October 10, 1884 and January 13, 1886.

5 and 6. Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the Pennsylvania Railroad Company dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the New York, Philadelphia and Norfolk Railroad Company dated September 26, 1883.

Agreement between the West Virginia Central and Pittsburgh Railway, Piedemont and Cumberland Railway and the Pennsylvania Railroad Company dated May 21, 1886.

Agreement between the Huntingdon and Broad Top Mountain Railroad Company and Pennsylvania Railroad Company dated May 21, 1886.

Agreement between Pennsylvania Railroad Company in Maryland and Pennsylvania Railroad Company dated May 21, 1886.

Agreement between West Virginia Central and Pittsburgh Railway, Piedemont and Cumberland Railway, Pennsylvania Company in Maryland, Huntingdon and Broad Top Mountain Railroad Company and Pennsylvania Railroad Company dated May 21, 1886.

Agreement between Pennsylvania Railroad Company, Martin's Creek Railway Company of Pennsylvania, Martin's Creek Railway Company of New Jersey and the Bangor and Portland Railway Company dated April 15, 1885.

7. Agreement with Western Union Telegraph Company September 20, 1881.

SECURITY FOR FUNDED DEBT.

General mortgage—Executed July 1, 1867 to Wistar Morris and Josiah Bacon in trust from Pittsburgh, Harrisburg, 248.26 miles.

Leasehold interest in Harrisburg, Portmouth, Mt. Joy and Lancaster Railroad connecting at Harrisburg and extending to Dillersville and Columbia in Pennsylvania, 53.90 miles.

From last named point to Philadelphia, 81.15 miles.

Branches, 130.28 miles.

Equipment and property of all kinds excepting the following which appears fully described in the mortgage:

1. Certain real estate in Twenty-fourth ward of City of Philadelphia.
2. The Steubenville extension in the City of Pittsburgh.
3. Two certain lots or pieces of ground in City of Pittsburgh.

Consolidated mortgage—Executed July 1, 1873 to Wistar Morris and Josiah Bacon and Edmund Smith in trust covering same property as described in the general mortgage with the addition of following items: Delaware extension, Philadelphia. Leasehold interest in the United Railroad and Canal Company of New Jersey, Philadelphia and Trenton Railroad Company, Connecting Railway Company, excepting Harsimus Cove property, Jersey City, N. J.; real estate Hoboken, N. J., and all other real estate not occupied for operating, or necessary for use of the canal or its feeder or railroad so leased. Leasehold interest in the Philadelphia and Erie Railroad Company and certain securities covered by this mortgage and charged at a valuation of $54,025,301.16.

Navy Yard mortgage—Dated January 1, 1876, covering certain real estate situated on the Delaware river in Philadelphia. Mortgage executed to the Fidelity Insurance Trust and Safe Deposit Company in trust.

Philadelphia, Wilmington and Baltimore Railroad Company stock trust certificates issued by the Pennsylvania Company for Insurance on Lives and Gratuity Annuities—

Secured by deposit of 160,000 shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company at par value of $50 per share and by the contract of the Pennsylvania Railroad Company made July 1, 1881.

Collateral trust loan—Secured by deed of trust dated June 1, 1883, to the Provident Life and Trust Company in trust with securities deposited with the trustees for the redemption of the loan amounting to the par value of $13,845,000.

Equipment trust gold coupon bonds—Lien upon 6,000 cars purchased with the proceeds of sale of bonds and upon other cars that may be purchased under terms of sinking fund. Cars held by Girard Life Insurance, Annuity and Trust Company, trustee.

Real estate coupon and registered bonds—Secured by mortgage May 1, 1893, to the Farmers' Loan and Trust Company of New York. Trustee covering certain wharf and pier property in New York.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers,	34	12,410	$273,700 00	$22 05
Other officers,	212	77,508	496,891 00	6 41
General office clerks,	1,844	666,945	1,612,670 77	2 42
Other employes:				
Station agents,	854	257,162	449,909 00	1 74
Other station men,	6,454	2,023,368	3,439,727 78	1 70
Enginemen,	1,954	580 583	2,177,286 03	3 75
Firemen,	2,045	619,984	1,196,370 60	1 93
Conductors,	1,530	457,421	1,486,044 44	3 25
Other trainmen,	5,518	1,604,846	2 952,921 08	1 84
Machinists,	2,644	778,740	1,963,249 04	2 52
Carpenters,	3,117	893,114	1,876,452 78	2 10
Other shopmen,	5,171	1,509,332	2,580,958 14	1 71
Section foremen,	639	213,320	362,645 29	1 70
Other trackmen,	8,765	3,003,456	3,303,802 63	1 10
Switchmen, flagmen and watchmen,	2,433	728,033	1,179,413 84	1 62
Telegraph operators and dispatchers,	1,690	479,394	1,040,421 82	2 17
Employes—account floating equipment,	567	168,994	389,066 89	2 30
All other employes and laborers,	6,411	1,817,527	2,565,143 56	1 41
Total (including general officers),	51,872	15,891,137	$29,346,674 69	$1 85
Less general officers,	34	12,410	273,700 00	22 05
Total (excluding general officers),	51,838	15,878,727	$29,072,974 69	$1 83
Distribution of above:				
General administration,	2,115	763,091	$2,365,113 21	$3 09
Maintenance of way and structures,	12,403	4,071,011	5,003,333 71	1 22
Maintenance of equipment,	13,502	3,890,454	7,304,870 18	1 88
Conducting transportation,	23,852	7,166,581	14,673,357 59	2 04
Total (including general officers)	51,872	15,891,137	$29,346,674 69	$1 85
Less general officers,	34	12,410	273,700 00	22 05
Total (excluding general officers),	51,838	15,878,727	$29,072,974 69	$1 83

EXPLANATORY REMARKS.

The total passenger revenue, $13,647,149.17 shown on opposite page differs from that shown on page 203, $14,352,429.69 on account of the passenger earnings of the Jersey City ferries being included in latter, but not in former. In ascertaining averages, the earnings of the Jersey City ferries are always excluded, no mileage being calculated therefor on account of considerable of the earnings being derived from passengers traveling only between Jersey City and New York, and not using the railroad. These exclusively ferry passengers are not included in the number of passengers carried; the number given being only those using the railroad.

Basis for ascertaining mileage of switching trains:

Locomotives, switching trains, both passenger and freight are allowed six miles per hour, for the number of hours employed each day. The time is usually twelve hours per day—in cases where switching locomotives are in service both day and night the allowance is twenty-four hours.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for Tonnage, Number Passengers, Number Trains, Mileage. Number Cars.	COLUMNS FOR REVENUE AND RATES.	
		Dollars and cents.	Mills.
Passenger Traffic:			
Number of passengers carried earning revenue,	37,442,867		
Number of passengers carried one mile,	692,260,308		
Number of passengers carried one mile per mile of road,	258,651		
Average distance carried,	18.49		
Total passenger revenue,		$13,647,149 17	
Average amount received from each passenger,		36	448
Average receipts per passenger per mile,		1	971
Total passenger earnings,		17,156,284 42	
Passenger earnings per mile of road,		6,410 14	
Passenger earnings per train mile,		1 18	538
Freight Traffic:			
Number of tons carried of freight earning revenue,	55,625,107		
Number of tons carried one mile,	7,716,993,056		
Number of tons carried one mile per mile of road,	2,883,316		
Average distance haul of one ton,	139		
Total freight revenue,		43,613,118 38	
Average amount received for each ton of freight,		78	4 05
Average receipts per ton per mile,		0	5 65
Total freight earnings,		43,613,118 38	
Freight earnings per mile of road,		16,295 26	
Freight earnings per train mile,		1 87	1.66
Passenger and Freight:			
Passenger and freight revenue,		57,965,548 07	
Passenger and freight revenue per mile of road,		21,657 79	
Passenger and freight earnings,		60,769,402 80	
Passenger and freight earnings per mile of road,		22,705 40	
Gross earnings from operation,		61,739,917 64	
Gross earnings from operation per mile of road,		23,068 01	
Gross earnings from operation per train mile,		1 63	4.47
Operating expenses,		42,038,146 71	
Operating expenses per mile of road,		15,706 05	
Operating expenses per train mile,		83	9.58
Income from operation,		19,703,770 93	
Income from operation per mile of road,		7,361 96	
Train Mileage:			
Miles run by passenger trains,	14,472,424		
Miles run by freight trains,	23,301,809		
Miles run by mixed trains,			
Total mileage trains earning revenue,	37,774,233		
Miles run by switching trains,	10,830,393		
Miles run by construction and other trains,	1,463,640		
Grand total train mileage,	50,068,266		
Mileage of loaded freight cars—North or East,	310,120,660		
Mileage of loaded freight cars—South or West,	124,954,565		
Mileage of empty freight cars—North or East,	38,802,883		
Mileage of empty freight cars—South or West,	227,370,508		
Average number of freight cars in train,	30.094		
Average number of loaded cars in train,	18,671		
Average number of empty cars in train,	11,423		
Average number of tons of freight in train,	331,168		
Average number of tons of freight in each loaded car,	17,737		

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.		Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE. Whole tons.	Per Cent.
Products of Agriculture.	Grain	103,639	904,562	1,008,201	1.81
	Flour	190 433	522.139	712,572	1.28
	Other mill products	67.004	291,663	358.667	0.65
	Hay	43.263	222.775	266 038	0,48
	Tobacco	26,456	50,435	76.891	0.14
	Cotton	3.172	132,196	135,368	0.24
	Fruit and vegetables	139.208	295,388	434.596	0.78
	Other articles	107,100	209.353	316,453	0 57
	Total	680.275	2,628 511	3.308,786	5.95
Products of Animals.	Live stock	75,409	405,446	480,855	0 86
	Dressed meats	18.411	150.455	168.866	0.30
	Other packing-house products	17,519	147,846	165.365	0.30
	Poultry, game and fish	18.517	53,133	71.650	0.13
	Wool	9,605	19.560	29,165	0.05
	Hides and leather	64.596	92,486	157,082	0.28
	Other articles	292.160	162.379	454,539	0.82
	Total	496,217	1,031,305	1,527,522	2.74
Products of Mines.	Anthracite coal	2.627,607	5.963,015	8.590,622	15.44
	Bituminous coal	11,482,555	6,389,381	17.871,936	32.13
	Coke	4.851.557	381,373	5,232,930	9.41
	Ores	282,682	1,375.864	1.658,546	2.98
	Stone, sand and other like articles	2,258,959	462.295	2,721.254	4.89
	Other articles	131,895	109,623	241,518	.43
	Total	21,635.255	14.681,551	36,316.806	65.28
Products of Forest.	Lumber	779.022	1,375.724	2.154.746	3.87
	Other articles	207,243	157,535	364,778	.66
	Total	986,265	1,533,259	2,519,524	4.53
Manufactures.	Petroleum and other oils	153,611	365,102	518,713	0.93
	Sugar	199.132	60.991	260,123	0.47
	Naval stores	687	7.520	8,207	0 02
	Iron, pig and bloom	1,284.217	1,110.163	2,394,380	4.31
	Iron and steel rails	433,838	129,210	563,048	1.01
	Other castings and machinery	1.096,473	891.171	1,987,644	3.57
	Bar and sheet metal	545,038	383,785	928.823	1.67
	Cement, brick and lime	493,907	408,368	902.275	1.62
	Agricultural implements	5,903	17.759	23.662	0.04
	Wagons, carriages, tools, etc.	9.437	16.054	25,491	0.05
	Wines, liquors and beers	111.397	64,433	175.830	0.32
	Household goods and furniture	36.198	36,951	73.149	0.13
	Other articles	1,523,123	1,722,439	3.245,562	5.84
	Total	5.892,961	5,213.946	11.106.907	19.98
	Merchandise	138.012	164,385	302.397	.54
	Total	6,030,973	5.378,331	11,409,304	20.52
	Miscellaneous: Other commodities not mentioned above.	324,941	218,224	543,165	.98
		6.355.914	5,596,555	11,952.469	21.50
	Grand total tonnage	30,153,926	25.471,181	55,625,107	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added During Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives—Owned and leased:						
Passenger,	0	477	477	Westinghouse	468	Janney.
Freight,	0	1,106	1,106	do.	5	do.
Switching,	0	220	220	do.	41	do.
Total locomotives in service,	0	1,803	1,803	do.	514	do.
Less locomotives leased,	0	0			0	
Total locomotives owned,	0	1,803	1,803	do.	514	do.
Cars—Owned and leased:						
In passenger service—						
First-class cars,	0	1,015	1,015	do.	1,015	do.
Second-class cars,	0	65	65	do.	65	do.
Combination cars,	0	215	215	do.	215	do.
Emigrant cars,	0	59	59	do.	59	do.
Dining cars,	0	11	11	do.	11	do.
Parlor cars,	0	10	10	do.	10	do.
Sleeping cars,	0	0	0		0	
Baggage, express and postal cars,	0	372	372	do.	372	do.
Other cars in passenger service,	0	2	2	do.	2	do.
Total,	0	1,749	1,749	do.	1,749	do.
In freight service:						
Box cars,	0	19,993	12,921	do.	13,079	do.
Flat cars,	0	17	13	do.	4	do.
Stock cars,	0	2,929	1,552	do.	1,597	do.
Coal cars,	255	*37,134	5,916	do.	9,054	do.
Tank cars,	0	1,083	0		0	
Refrigerator cars,	0	752	331	do.	331	do.
Other cars in freight service,	0	0	0		0	
Total,	255	61,908	20,733	do.	24,065	do.
In company's service:						
Officers and pay cars,	0	13	13	do.	13	do.
Gravel cars,	0	1,121	635	do.	2	do.
Derrick cars,	0	70	11	do.	0	
Caboose cars,	4	820	2	do.	2	do.
Other road cars,	11	1,836	49	do.	14	do.
Total,	15	3,860	710	do.	31	do.
Total cars in service,	270	67,517	23,192	do.	25,845	do.
Less cars leased,	155	20,712	9,600	do.	10,313	do.
Total cars owned,	115	46,805	13,592	do.	15,532	do.
Cars contributed to fast freight line service,	0	†7,806	5,142	do.	5,157	do.

* Note 33 four-wheel coal car numbers dropped from the classification.
† 500 cars omitted from previous reports in error.

EXPLANATORY REMARKS.

No mileage is shown under headings "Line Operated Under Trackage Rights" for the reason that it was prepared by the Engineer Maintenance of Way, who has no record of the lines so operated.

The information given is such as we obtained from time tables, etc., and is not such as the Engineer Maintenance of Way would desire to use.

MILEAGE.

A. MILEAGE OF ROAD OPERATED.—(All Tracks.)

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of proprietary companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Trackage Rights.	Total Mileage Operated.	New line Constructed during year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track	329.66	199.02	None.	450.05	1,696.70	None.	2,675.43	20.56	86.92	2,588.51
Miles of second track	329.66	63.13	. . . . .	189.11	187.00	. . . . .	768.90	3.99	.01	768.89
Miles of third track	218.75	7.74	. . . . .	97.90	12.02	. . . . .	336.41	7.00	. . . . .	336.41
Miles of fourth track	124.41	. . . . .	. . . . .	95 83	4.05	. . . . .	224.29	3.95	. . . . .	224.29
Miles of yard track and sidings	444.96	139.47	. . . . .	368.89	700.08	. . . . .	1,653.40	21.20	256.82	1,396.58
Total mileage operated (all tracks)	1447.44	409.36	. . . . .	1,201.78	2,599.85	. . . . .	5,658.43	56.70	343.75	5,314.68

B. MILEAGE OF LINE OPERATED IN THIS AND OTHER STATES.—(Single Track).

MILEAGE BY STATES.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
In State of Pennsylvania	329.66	199.02	None.	265.25	1,443.32	None.	2,237.25	21.34	60.54	2,176.71
In State of New Jersey	. . . . .	. . . . .	. . . . .	184.80	205 78	. . . . .	390.58	.78	23.78	366.80
In State of Maryland	. . . . .	. . . . .	. . . . .	. . . . .	42.56	. . . . .	42.56	. . . . .	2.60	39.96
In State of Delaware	. . . . .	. . . . .	. . . . .	. . . . .	5.04	. . . . .	5.04	. . . . .	. . . . .	5.04
Total mileage operated (single track)	329.66	199.02	. . . . .	450.05	1,696.70	. . . . .	2,675.43	20.56	86.92	2,588.51

C. MILEAGE OF LINE OWNED IN THIS AND OTHER STATES.—(Single Track.)

MILEAGE BY STATES.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage owned.	RAILS.	
	Main line.	Branches and Spurs.		Iron.	Steel.
In State of Pennsylvania	329.66	199.02	528.68	10.91	517.77
Total mileage owned (Single track	329.66	199 02	528 68	10.91	517.77

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel,	227.71	70 pounds.	$22.05 to $40.30	White Oak. No. 1	316.985	48 to 64 cents.
	5,842.28	85 pounds.		White Oak, No. 2,	210.760	20 to 50 cents.
	5,724.53	100 pounds.				
	10.60	88 pounds.				
Total steel	11,805.12			Total	527.745	20 to 64 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total Fuel Consumed—Tons.	Miles Run.	Average pounds Consumed per Mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger,	154,190.85	387,207.70	3,623¼	960	544,293.97	14,472,424	75.22
Freight	9,330.10	1,660,170.50	7,917⅝	3,858	1,676,708.02	23,301,809	143.91
Switching,	63,951.60	290,242.90	2,108½	866	356,032.91	10,830,393	65.75
Construction,	2,347.40	44,102.40	251¾	79	46,657.13	1,463,640	63.75
Total,	229,819.95	2,381,723 50	13,900⅝	5,763	2,623,692.03	50 068,266	104.80
Averaging cost at distributing point,	$2 65	$1 04	$1 74	$0 99	$1 40		
	2 95	2 48	3 52				
	2 40	1 21					

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYES.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employes.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	12	825	1	13	. . . . .	21	13	859
Falling from trains and engines	20	245	. . . . .	5	2	20	22	270
Overhead obstructions	1	29	. . . . .	1	. . . . .	. . . . .	1	30
Collisions	5	108	. . . . .	3	3	56	8	167
Derailments	1	26	. . . . .	4	. . . . .	. . . . .	1	30
Other train accidents	2	13	. . . . .	. . . . .	. . . . .	. . . . .	2	13
At highway crossings	. . . . .	4	. . . . .	1	. . . . .	3	. . . . .	8
At stations	2	17	. . . . .	. . . . .	. . . . .	138	2	155
Other causes	25	735	4	45	52	688	81	1,468
Total	68	2,002	5	72	57	926	130	3,000

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions	. . . . .	84	3	5	1	5	4	10
Derailments	. . . . .	1	5	4	. . . . .	. . . . .	5	4
Other train accidents	. . . . .	. . . . .	. . . . .	4	. . . . .	4	. . . . .	8
At highway crossings	1	. . . . .	1	6	16	95	17	101
At stations	1	143	1	5	1	5	2	10
Other causes	4	132	324	484	1	21	325	505
Total	6	310	334	508	19	130	353	638

Other Train Accidents. Trainmen.

	Killed.	Injured.
As a result of misplaced switch,		3
A result of axle breaking,		2
A result of injector of engine flying off,		1
A result of coupler breaking, pulled out and dropped on track,	1	
A result of broken wheel,		1
A result of crown sheet on engine coming down,	1	2
A result of lubricator bursting,		4
Total.	2	13

Other Causes. Trainmen.

By falling from bridges, trestles, buildings, and embankments,		3
Foot striking guard fence, while sitting on platform of stock car,		1
Side obstructions,		9
While applying and releasing brakes,		59
While getting on or off engine or cars,		207
While at work on engine or cars,		37
While handling freight or baggage,		28
While clearing wreck and replacing cars on tracks,		1
While shifting, poling or roping cars,		14
By falling or tripping while passing over trains,		33
Being caught by car door or window,		12
Bunk in cabin car breaking down,		1
Foot being cut in crossing, car loaded with sheet iron,		1
Coal board of engine falling on foot,		1
Being caught between cars, not coupling,	5	18
Being struck by car on other track, while climbing ladder on side of car,		1
Being struck by crab falling from coal wharf,		1
Being struck by coal dumps, trucks, etc.,		2
Being struck by coal falling from tank of engine, etc.,		12
Being struck or run over by engine, trains and cars,	15	39
Getting cinder in eye,		4
Hand being caught by lever of water plug, while engine was taking water,		3
Falling into ash pit, steam hole, etc.,		9
Being frozen while on duty,		8
Being struck by objects from passing trains,		10
Being struck by objects thrown by unknown persons,		4
Being strained by pushing cars,		3
Switch turning,		36
Falling while shoveling coal in engine,		1
Being scalded by hot water from coffee pot,		1
Being struck by poker, etc., falling from engine,		3
Being struck by torpedos,		2
Falling on ice, platform, etc.,		22
Dome of cabin being torn off by a tree which had been blown across tracks,		1
Being caught by turnstall,		1
Being burned by steam escaping from steam house,		1
Falling while walking along tracks,		39
Dropping dead,	1	
Being assaulted by passenger,		1
Being struck by falling draw heads, pins, iron bars, etc,		10
Plank of station platform falling on foot,		1
Glass breaking while hoisting car window,		2
Tripping over ties, switches, etc.,		5
Door falling on foot, or striking other parts of body,		2
Trains starting or stopping too suddenly,		11
Lading in cars shifting,		14
Jumping from top of train,		1
Being struck by tank rope,		2
Starting cars,		2
Being struck by lump of coal falling on engine,		1
Coupling link falling on foot,		1
Being struck by engine while crossing tracks,		6
Being caught while standing between cars,		1
Pushing stand pipe of engine with foot,		1
Being struck by water plug,		1
Hand being caught in air brake,		1
Coupling bolt falling on knee,		1

	Killed.	Injured.
Being struck by piece of iron projecting from side of car,		1
Being struck by chisel while fooling,		1
Being struck by switch lever,		8
Being scalded by steam, while uncoupling hose,		1
Being struck by train while walking on track,		6
Being struck by piece of iron, thrown by another employe,		1
Stepping into hole in track,		1
Being struck by lading plate while removing it from car,		1
Back being sprained while lifting iron,		1
Foot being sprained by stepping on piece of coal,		1
Being knocked down in car while loading,		2
Being squeezed between tank and engine,		1
Escaping steam and falling from engine,		1
Pushing car,	1	
Being struck by roof of freight car, while leaning from engine cab,		1
Being scalded by steam plug of flue sheet having blown out,		1
Ice thrown from passenger train,		1
Being struck by door of freight house,		1
Being struck by a cinder hook,		1
Bursting of water glass on engine,		2
Hand being run through window of car,		1
Ankle being sprained while running,		1
Hand being caught in switch lever,		1
Foot being caught in pilot of engine,		1
Hand striking step in throwing switch,		1
Retracking engine,		1
Falling while cutting air hose,		1
Being knocked off freight car by guy wire from tannery,	1	
Falling off car,		1
While handling tools,		1
Crossing tracks not highway crossings,	1	1
Standing on tracks,	1	1
Total,	25	735

Other Causes. Switchmen, Flagmen and Watchmen.

By lading of car shifting,		2
Falling while descending signal light pole,		1
Falling off bridge,		1
Falling while walking on track,		4
Falling over ties, switches, etc.,		3
Tower being blown over by wind,		1
Ankle being sprained,		1
Being frozen while on duty,	1	
Being struck by coal falling from tank of engine,		1
Being struck or run over by engines, trains and cars,	3	11
Being struck by switch lever,		2
Being caught by car door or window,		1
Switch turning,		3
Starting cars,		1
Slipping and falling on tracks,		3
Side obstructions,		2
While getting off or on engines and cars,		5
Throwing switch,		1
Total,	4	45

Other causes. Other Employes.

While at work, laborers, car inspectors, lampmen, carpenters, track laborers, baggage porters, car cleaners, station gatemen, baggage agents, engine preparers, crate drivers, machinists, machinists helpers, carpenters, helpers, engine cleaners, shop laborers, blacksmiths, painters, bridgemen, boilermakers, captains, mates, engineers, firemen, deck hands, cooks of tugs, lighters and barges, warehousemen,	3	189
By falling from bridges, trestles, buildings and embankments,		6
Being caught by car door or window,		7
Box of ice being pushed on foot in baggage car,		1
Being caught between cars, not coupling,	3	2
Being struck by coal falling from coal wharf,		7
Being struck by coal dumps, trucks, etc.,		1

	Killed.	Injured.
Being struck or run over by engines, trains and cars,	30	65
Being struck on head by clinker,		1
Bruising leg by stepping off end of tie,		2
Being caught by slide of earth and rocks,		1
Hand car being struck by train,		2
Side obstructions,		1
Getting cinder in eye,		6
Falling from signal pole while lighting lamp,		4
Falling off engine and cars,		4
Falling into ash pit, stream hole, etc.,		3
Being frozen while on duty,		4
Being struck by objects from passing trains,		3
Being struck by objects near track, while leaning over side of train.		1
Being overcome by heat,		1
Switch turning,		5
Signal pole falling,		2
Being struck by poker falling from engine,		1
Being struck by torpedo,		1
Falling on ice, platform, etc.,		11
Stepping in keg of hot water,		1
Being caught by turn table,		3
Breaking and falling of gas shade in car,		1
Being struck by falling telegraph arm,		1
Falling while walking along track,		13
Being struck by cog, etc., while working on derrick,		4
Finger being caught while working on bridge,		1
Explosion of gas in coach,		4
Breaking and falling of gas shade in car,		1
Being struck by falling drawheads, pins, iron bars, etc.,		2
Plank of station platform falling on foot,		1
Tripping over ties, switches and tracks,		13
Tripping or falling while passing over trains,		1
Being caught between cars,	1	
Ladder spike running into foot,		2
Hand slipping off window,		1
Being struck by glass broken in door,		1
Being struck by falling lamp shade,		1
Finger being caught in switch,		1
Being struck by break beam falling from car,		1
Being struck by falling tie, while loading car,		1
Head flying off spike, while being drawn,		1
Being struck by wheel while loading car,		1
Being drowned,	3	
Hand being caught in eccentric on ferry boat,		1
Stepping on broken plank,		1
Plank turning,		1
Falling,	1	
Being struck in eye by piece of metal,		2
Being struck on foot with pick,		1
Materials falling on feet and hands,		12
Being struck by tools in hands of fellow employes,		4
Stepping on nail,		1
Spraining ankle, shoulder, etc.,		2
Falling over pilot,		1
Hand being caught about engine,		1
Finger being caught in frog,		1
Being caught between car and side of shop,		1
Falling off keg,		1
Being squeezed by machinery,		1
While cleaning, inspecting, and repairing cars,		17
Getting on or off engines and cars,	2	31
At work on engines and cars,	1	21
Handling freight or baggage,		44
Clearing wrecks and replacing cars on tracks,		14
Chocking engine,		1
Handling rails, while work on road bed,	1	129
Working between cars,	1	
Getting out from under engine,	1	
Crossing tracks, not at highway crossings,	4	3
Handling ties and materials,		5
Handling tools,		3

	Killed.	Injured.
Found along side of track,	1	.....
Total,	52	688

Other Train Accidents. Trespassing.

As a result of broken axle,		4
Total,		4

Other Train Accidents. Not Trespassing.

As a result of cars being struck by other cars, men in charge of live stock,		4
Total,		4

Other Causes. Passengers.

By being caught or struck by car door, window, etc.,		25
Being struck by objects near track, while at windows,		9
Falling from moving trains, standing on platforms, etc.,		10
Being struck by objects thrown through car windows,		8
Striking head on side lamp, due to lurching of train,		1
Being struck by falling candle stick in car,		1
Being thrown down by jolt of train,		1
Being jarred off train while standing on platform of car,		1
Striking and breaking car window while intoxicated,		1
Being taken sick on train,		4
Falling while changing seats in train,		1
Foot being caught between cars while passing from one to another,		2
Slipping on icy platform of car,		1
Falling while playing in aisle of car,		1
Being cut by broken window glass,		2
Falling from train,	1	.....
Being drowned,	1	.....
Stone ballast, etc., breaking car window,		16
Lamps in car falling,		2
Stone thrown,		1
Falling from gang plank,		1
Cabin door of ferry boat,		1
Falling from truck while driving from ferry boat,		1
Being caught between toggle and ferry boat,		1
Being struck by crate horse,		
Coupling pin of freight train breaking and striking passenger standing at car door, rear of train,		1
Side obstruction,		1
Being struck by step of car while getting off train,		1
While getting on or off moving trains,	2	32
Jumping from train,		5
Total,	4	132

Other Causes. Trespassing.

By being struck or run over by trains and engines,	216	193
Jumping or falling from trains and engines,	14	36
Being caught between car and bumping block,		1
Being caught between cars,	1	28
Being run over by car under which they had been setting or sleeping,	2	2
Being struck by brick from damaged wall,		1
Stone falling from car while loading,		1
Falling into ash pit,		4
Lading shifting,		2
Falling from bridges, and embankments,	3	14
Coming in contact with live electric light wires,	1	.....
Falling into culvert,	1	.....
Falling from trestle,		1
Falling into pit, while playing on turntable,		1
While getting snow off trains and engines,	25	89
Coupling,		4
Stealing rides,	24	64
Crossing tracks not at highway crossings,	7	10

	Killed.	Injured.
Found dead,	2	
Found dead in box car,	1	
Found lying on tracks,	27	33
Total,	324	484

Other Causes. Not Trespassing.

By being struck by torpedos,		1
Horse taking fright at train,		5
Jumping or falling from trains and engines,		1
Falling on icy pavements,		1
Being struck by wheel barrow which had been struck by train,		1
Plank in car falling,		1
Falling over bumping block which had been knocked onto pavement,		1
While handling freight,		1
Loading prop timber,	1	
As a result of stone falling in car due to same shifting while stone was being cut,		2
A result of trolley cars jumping track on bridge, breaking truss, falling and carrying bridge with it,		7
Total,	1	21

CHARACTERISTICS OF ROAD.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
							Ascending Grades.			Descending Grades.		
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line	Number.	Sum of ascents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
				Miles.	*Miles*	*Miles.*		*Feet.*	*Miles.*		*Feet.*	*Miles.*
West Side Thirtieth street, West Philadelphia.	Broad Street Station, Philadelphia.	0.97	3	.21	.76	.89	. . . . .	. . . . .	. . . . .	1	4.7	08
West Side Thirtieth street, West Philadelphia.	Dillerville Junction, Pa.,	68.80	88	24 43	44.37	1.95	22	838.8	31.09	26	1,141.1	35.76
Dillerville Junction, Pa., .	2920 feet west of Columbia station.	11.35	22	3.47	7.88	.33	4	216.1	6.82	4	114.3	4.20
Middle of Market street, Harrisburg.	East End of Altoona Yard.	127.57	242	45.89	81.68	22.43	85	275.0	31.25	152	1,039.0	73.89
East End Altoona Yard. . .	West End of Altoona Yard.	4.94	7	.97	3.97	. . . . .	. . . . .	. . . . .	. . . . .	3	112.9	4.94
West End Altoona Yard. .	Pittsburg, Pa.	116 03	184	51 23	64 80	19 29	182	2,256.0	60.75	112	1,787.0	35.99
1095 feet west end of Arsenal Bridge.	Dock Street Depot, Philadelphia.	7.84	16	1.12	6.72	3.41	8	39.8	1.94	7	52.4	2.49
Greenwich Point.	Old Navy Yard, Philadelphia.	1.22	1	.11	1.11	.72	6	9.2	.30	5	6.5	.20
Hamburg Junction, ...	Girard Point, Port Breeze, Philadelphia.	2 06	6	.61	1.45	1.00	2	1.0	.32	2	21.0	.74
North side of Haverford street, Philadelphia.	1095 feet west end of Arsenal Bridge, Philadelphia.	1.70	4	.41	1 29	. . . . .	1	7.3	.20	1	27.5	1.50
Fifty-second street. . . .	South side of Montecello street, Philadelphia.	.14	1	.14	. . . . .	.14	. . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Frazer, ...	916 feet east of Zermatt, Pa.	1.60	5	.74	.86	.60	. . . .	. . . . .	. . . . .	1	50.0	1 00
Jc. P. R. R. Glen Lock. . .	Bucks county, Pa., line.	29 94	18	7.83	22.11	3.17	3	192.0	9 01	4	429 0	17 76
Bucks county, Pa., line.	Jc. Trenton cut off New York Division.	15.02	12	4.15	10.87	.49	2	104.1	4.67	2	277 9	9 86
Jc. P. & T. R. R., Morrisville, Pa.	Delaware Division Canal.	.68	3	.20	.48	04	. . . . .	. . . . .	. . . . .	3	17.9	.64
Conestoga Junction, Pa.,	Dillersville Junction, Pa.,	2.42	. . . . .	. . . . .	2.42	.80	1	9 0	.29	2	45.5	1 33
Columbia, Pa.	Wrightsville, Pa., ...	1.11	. . . . .	. . . . .	1.11	1.11	. . . .	. . . . .	. . . . .	. . . .	. . . . .	. . . . .
Wrightsville, Pa., ...	York, Pa., ...	11.77	13	4.66	7 11	.03	2	70.1	2.40	3	190 6	9 34
Tyrone, Pa., ...	Jc. B. E. V. R. R. at Vail, Pa.	3.15	8	.78	2.37	.50	6	95.5	2.18	2	15 5	.47
Altoona, Pa., ... / Duncansville, Pa., . . .	Hollidaysburg and Portage Iron Works with siding to Newry.	9.60	11	2.29	7.31	.15	47	371.8	8.71	4	9.2	.74
Hollidaysburg, Pa., ...	Henrietta, Pa., ...	18.90	67	7.74	11 16	1.20	20	162 8	5 06	82	615 6	12 64
Roaring Spring, . . .	Ore Hill, Pa	3.00	13	1.70	1.30	. . . . .	. . . . .	. . . . .	. . . . .	17	24.7	3 00

CHARACTERISTICS OF ROAD—Continued.

WORKING DIVISIONS OR BRANCHES.		ALIGNMENT.			PROFILE.						
						Ascending Grades.			Descending Grades.		
From—	To—	Miles.	Number of curves.	Aggregate length of curved line.	Length of straight line.	Length of level line.	Number.	Sum of ascents.	Aggregate length of ascending grades.	Number.	Sum of descents.	Aggregate length of descending grades.
				Miles.	*Miles.*	*Miles.*		*Feet.*	*Miles.*		*Feet.*	*Miles.*
Martinsburg Junction, . .	Martinsburg, Pa., ...	.70	3	.32	.38	. . . . .	1	2.0	.11	4	23.9	.59
Williamsburg Junction,. .	Mt. Etna, Pa	19 30	73	9.08	10.22	8.25	23	161.7	1.05	. . . . .	. . . . .	. . . . .
Springfield Junction, . . .	Ormiuea, Pa	8.20	51	4.20	4.00	.44	. . . . .	. . . . .	. . . . .	23	5.1	1.76
Lilly, Pa., ...	Coal Mines, Pa., ...	2.12	9	.95	1.17	. . . . .	4	277.0	2.12	. . . . .	. . . . .	. . . . .
Ben's Creek, Pa., ...	Coal Mines, Pa., ...	1.61	15	.77	.84	. . . . .	15	287.2	1.61	. . . . .	. . . . .	. . . . .
Somuna, Pa., ...	Terminus, Pa	.71	3	.62	.09	. . . . .	2	105.0	.71	. . . . .	. . . . .	. . . . .
Jc. P. R. R. near Portage.	Coal Tipple, Pa., ...	3.63	25	1.72	1.91	.10	6	600.2	3.48	1	4.0	05
23-100 miles west of Ben's Creek, Pa	8-10 miles east of Summerhill, Pa.	.67	4	.32	.35	. . . . .	2	45.6	.45	1	12.2	.22
Summerhill, Pa., ...	South Fork, Pa., ...	2.13	8	1.17	.86	. . . . .	2	33.7	1.46	1	30.9	.57
Donohoe, Pa., ...	Crab Tree, Pa., ...	4.55	12	2.35	2.20	. . . . .	. . . . .	. . . . .	. . . . .	8	217.6	4.55
Jeannette, Pa., ...	Terminus, Pa., ...	.54	3	.27	.27	.12	1	4.0	.08	3	30.0	.34
Jeannette, Pa., ...	Terminus, Pa., ...	.67	3	.29	.38	. . . . .	4	16.0	.39	2	18.4	.28
Manor, Pa., ...	Claridge, Pa., ...	4.30	14	1.78	2.52	.16	6	128.8	3.65	1	13.0	.49
Stewart, Pa., ...	Export, Pa., ...	10.88	34	5.58	5.30	.69	29	242.0	9.19	5	28.0	1.00
Saunders, Pa., ...	Terminus, Pa., ...	3.87	12	1.39	2.48	.38	11	217.0	3.49	. . . . .	. . . . .	. . . . .
Wilmerding, Pa., ...	Brinton, Pa., ...	3.45	12	1.51	1.94	.84	7	29.7	2.47	1	7.9	.14
Blairsville Intersection, .	Indiana, Pa., ...	18.91	30	7.39	11.52	3.14	25	675.7	8.81	17	477.7	6.96
Tearing Run Junction, . .	Terminus, Pa	.96	3	.50	.46	.40	3	56.0	.56	. . . . .	. . . . .	. . . . .
Homer and Cherry Tree Junction.	Terminus, Pa., ...	.45	4	.28	.17	.20	1	24.0	.25	. . . . .	. . . . .	. . . . .
Jc. P. R. R. at Brinton,	Jc. P. V. & C. R. R. at Thomson.	1.32	4	.50	.82	.09	1	7.2	.34	2	21.4	.89
Total, ...	. . . . .	528.68	1,046	199.67	329.01	73.96	534	7,561.3	215.21	512	6,870.4	240.41

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length—Feet.	Minimum length—Feet.	Maximum length—Feet.
Bridges:				
Stone,	196	10,742	10	567
Iron,	174	22,132	11	3,680
Wooden,	42	7,075	10	5,370
Combination,	None.			
Total,	412	39,949		
Trestles,	24	2,535	10	480
Tunnels,	8	8,621	178	3,593

ITEM.	Number.	Height of lowest above surface of rail—Feet.
Overhead highway crossings:		
Bridges,	145	11
Conduits,	None.	
Trestles,	None.	
Total,	145	
Overhead railway crossings:		
Bridges,	12	15½
Conduits,	None.	
Trestles,	None.	
Total,	12	
Tunnels,	4	

Gauge of track, 4 feet 8½ inches: miles, 273.34. Gauge of track, 4 feet, 9 inches: miles 255.34

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of line.	Miles of wire.	Operated by this company.		Operated by Another Company.		
		Miles of line.	Miles of wire.	Miles of line.	Miles of wire.	Name of Operating Company.
490.32	4,322.80	490.32	4,322.80	None.		Pennsylvania Railroad Company.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
35.40	48.70	Private individuals and factories,	Pennsylvania Railroad Company.

CAR MILEAGE.

This company observes the general practice of railroad companies in receiving cars tendered it loaded to points on or beyond and passing over its lines by any connecting carrier, whether they belong to fast freight lines, stock companies, to the tendering railroad company or any other railroad company; and to all of them pays mileage. It would be attended with great labor to indicate how many of these might have belonged to any or which of the many companies owning individual cars, and the result of such investigation would be so uncertain as to make substantially valueless any statistics based thereon.

PENNSYLVANIA COMPANY.

Date of organization: April 1, 1871.

By what authority incorporated: Chartered by the State of Pennsylvania, April 7, 1870, and amendments thereto, enacted February 18, 1871, and April 10, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Philadelphia,	June 2, 1896.
James McCrea,	Pittsburgh,	do.
J. T. Brooks,	Pittsburgh,	do.
John E. Davidson,	Pittsburgh	do.
Henry H. Houston,	Philadelphia,	do.
Frank Thomson,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Charles E. Pugh,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Wm. H. Barnes,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
N. P. Shortridge,	Philadelphia,	do.
George Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: June 4, 1895.

Postoffice address of general office: Penn avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
First Vice President,	James McCrea	Pittsburgh.
Second Vice President,	J. T. Brooks,	Pittsburgh.
Third Vice President,	John E. Davidson,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.
Assistant Treasurer,	John P. Henderson,	Pittsburgh.
Chief Engineer,	Thomas Rodd,	Pittsburgh.
General Counsel,	J. J. Brooks,	Pittsburgh.
Comptroller,	John W. Renner,	Pittsburgh.
Assistant Comptroller,	Albert McElvey,	Pittsburgh.
Auditor, Freight Receipts,	John M. Lyon,	Pittsburgh.
Auditor, Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor, Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of real estate,	$1,246,265 13	Capital stock,	$21,000,000 00
Cost of equipment.	5,728,566 65	Funded debt.	25,261,570 00
Stocks owned.	27,571,751 99	Current liabilities.	6,110,367 68
Bonds owned.	9,217,159 68	Real estate mortgages.	60,000 00
Other permanent investments.	2,532,895 43	Accrued interest on funded debt not yet payable.	30,976 02
Cash and current assets.	3,555,070 86	Accrued principal on car trust equipment not yet payable,	190,939 91
Materials and supplies,	740,254 24	Due lessor companies for supplies,	831,851 58
Sinking fund,	3,106,000 00	Profit and loss,	2,661,348 92
Sundries.	224 295 89		
Betterments to leased roads,	164,404 24		
Car trust equipment,	2,051,570 00		
Grand total,	$56,137,034 11	Grand total,	$56,137,034 11

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

Date of organization: Organized as North Branch Canal Company May 15, 1858, name changed March 20, 1865.

By what authority incorporated: Laws of the State of Pennsylvania, April 21, 1858; April 12, 1859; March 29, 1860; March 20, 1865; May 1, 1861; April 10, 1863; April 11, 1866; April 6, 1869; April 2, 1870; May 9, 1870; June 28, 1871; April 2, 1872.

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia.	January, 1896.
Robt. H. Sayre.	South Bethlehem,	do.
John B. Garrett,	Philadelphia,	do.
W. H. Sayre,	South Bethlehem.	do.
Robt. Lockhart.	South Bethlehem,	do.
James I Blakslee,	Mauch Chunk,	do.
Albert Lewis.	Bear Creek,	do.
Warren A. Wilbur.	South Bethlehem,	do.
George H. Myers.	Bethlehem,	do.
John Fritz.	South Bethlehem,	do.
Jas. W. Fuller,	Catasauqua,	do.
Wm. Connell.	Scranton,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 228 South Third street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Elisha P. Wilbur.	South Bethlehem.
Vice President.	Chas. Hartshorne.	Philadelphia.
Second Vice President,	Robert H Sayre,	South Bethlehem.
Third Vice President.	John B. Garrett,	Philadelphia.
Secretary.	John R. Fanshawe,	Philadelphia.
Treasurer.	W. C. Alderson,	Philadelphia.
Comptroller,	Isaac McQuilken.	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Pennsylvania and New York Canal and Railroad Company.	Wilkes-Barre, .	State Line. . . .	Lehigh Valley Railroad Company.	96.51
Sundry Branches, ...	Various.	Various, ...	. . . . .	42.45
Total mileage, ...	. . . . .	. . . . .	. . . . .	138.95

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$8,130,808 15	Capital stock, ...	$1,061,700 00
Lands owned, ...	135,673 71	Funded debt.	10,000,000 00
Profit and loss, ...	2,887,960 25	Current liabilities, ...	100,742 11
Grand total, ...	$11,162,442 11	Grand total, ...	$11,162,442 11

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAILROAD COMPANY.

Date of organization: September 7, 1887.

By what authority incorporated: State of New Jersey, general railroad incorporation acts, Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

Operated by the Lehigh Valley Railroad and N. Y., S. & W. R. R.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jos. F. Sinnott, ...	Philadelphia, ...	September 5, 1895.
Wm. B. Scott, ...	do.	do.
Wm. W. Gibbs	do.	do.
Henry H. Kingston, ...	do.	do.
Andrew M. Moore, ...	do.	dn.
Randall Morgan, ...	do.	do.
Edward C. Lee, ...	do.	do.

Date of last meeting of stockholders for election of directors: September 5, 1894.

Postoffice address of general office: 411 Walnut street.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver, ...	Henry H. Kingston, ...	Philadelphia.
President, ...	Wm. W. Gibbs, ...	do.
Secretary, ...	Morris R Bockins, ...	do.
Treasurer, ...	Joseph R. Sagee, ...	do.
Auditor, ...	E. J. Fallon, ...	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Pennsylvania, Poughkeepsie and Boston Railruad.	Slatington, Pa.,	Benders, Pa.	Lehigh Valley Railroad Company.	14.28
	Penn Argyle, Pa	Hainesburg, N. J.	Lehigh Valley Railroad Company.	12.27
	Swartswood Junct., N. J.	Liberty Corners, N. Y.	New York S. and W Railroad Company.	21.22
	Howers Branch, Pa	Howerton, Pa.,	Lehigh Valley Railroad Company.	.80
Total mileage. . . .	. . . . .	. . . . .	. . . . .	48 57

The line from Slatington to Benders Junction, Pa., 14.28 miles; from Pen Argyle, Pa., to Hainesburg, N. J., 12.27 miles; from Hower's Branch, Pa., to Howerton, Pa., .80 mile; total, 27.35 miles.

Has been leased during the year to the Lehigh Valley Railroad Company at a rental of 20 per cent. of gross receipts and maintenance of the roadway.

The line from Hainesburg Junction to Pine Island, N. Y., 25 miles, including 3.78 miles of Campbell Hall Connecting Railroad Company, has been leased to the N. Y., S. & W. for maintenance of roadway.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$3,822,877 81	Capital stock.	$2,000,000 00
Cost of equipment.	245,436 18	Funded debt.	1,811,500 00
Stocks owned.	1 00	Current liabilities.	1,712,092 17
Bonds owned.	247,264 00		
Cash and current assets.	8,002 61		
Profit and loss.	1,200,010 57		
Grand total.	$5,523,592 17	Grand total.	$5,523,592 17

PENNSYLVANIA SCHUYLKILL VALLEY RAILROAD COMPANY.

Date of organization: June 1, 1883.

By what authority incorporated: General law, April 4, 1868.

If a consolidated company, name the constituent companies: Philadelphia, Norristown and Phoenixville Railroad Company, organized under general law of April 4, 1868; Phoenixville, Pottstown and Reading Railroad Company, organized under general law of April 4, 1868; Phoenixville and West Chester Railroad Company, organized under general law of April 4, 1868; Reading and Pottsville Railroad Company, organized under general law of April 4, 1868; Pottsville and Mahanoy Railroad Company, organized under general law of April 4, 1868; Girardville Railroad Company, organized under general law of April 4, 1868.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes	Philadelphia,	Second Tuesday in May, 1896.
J. C. Bright,	Philadelphia,	do. do.
John P. Green,	Philadelphia,	do. do.
Amos R. Little,	Philadelphia,	do. do
Samuel Rea,	Philadelphia,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.
Henry Eppiheimer,	Reading, Pa.,	do. do.
Heber S. Thompson,	Pottsville, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 14, 1895.
Postoffice address of general office: Broad Street Station: Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chas. E. Pugh,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John C. Wilson,	do.
Conveyancer,	Geo W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Pennsylvania Schuylkill Valley Railroad.	Philadelphia,	New Boston,	Pennsylvania Railroad Company.	101.30
	Branches,			28.92
Total mileage,				130.22

Leased to the Pennsylvania Railroad Company for fifty years from December 1, 1885. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$14,112,786 63	Capital stock,	$7,117,450 00
Stocks owned,	124 16	Funded debt,	7,000,000 00
Cash and current assets,	137,677 64	Mortgages and ground rents payable	250 01
		Profit and loss,	132,888 42
Grand total,	$14,250,588 43	Grand total,	$14,250,588 43

PENNSYLVANIA AND NORTHWESTERN RAILROAD COMPANY.

Date of organization: By merger approved by stockholders December 27, 1889, to take effect January 1, 1890.

By what authority incorporated: General railroad laws as follows: P. L. 1861, p. 702 to 704, approved May 15, 1861; P. L. 1869, p. 24 to 25, approved April 10, 1869; P. L. 1889, p. 205, approved May 13, 1889.

If a consolidated company, name the constituent companies: Bells Gap Railroad Company, act approved May 11, 1871, p. 737, supplement act May 17, 1871, P. L. 1871, p. 886; act March 29, 1872, P. L. 1872, p. 700.

The Clearfield and Jefferson Railway Company: Articles of association filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 27, 1885.

Date of consolidation: December 27, 1889, to take effect January 1, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward J. Berwind,	Philadelphia,	February 19, 1896.
H. A. Berwind,	do.	do.
John H Converse,	do.	do.
Aaron Fries,	do.	do.
Stephen Greene,	do.	do.
Samuel G. Lewis,	do.	do.
John Reilly,	do.	do.

Date of last meeting of stockholders for election of directors: February 20, 1895.

Postoffice address of general office: Room 301, Betz Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edward J. Berwind,	Philadelphia.
Vice President,	Aaron Fries,	Philadelphia.
Secretary and Treasurer,	Frank S Lewis,	Philadelphia.
Engineer, M. W.,	C. F. Moore	Bellwood, Pa.
Counsel,	George W. Biddle,	Philadelphia.
Auditor,	C. K. Elder,	Bellwood, Pa.
General Manager,	Frank S. Lewis,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pennsylvania and North Western Railroad.	Bellwood, Blair county, Pa.	A point 3,165 feet west of Horatio, Jefferson county, Pa.	61.43
Stroud Branch,	Near Hommer's Station in Cambria county, Pa.	Coal mines of Max Frick.	1.45
South Witmer Branch,	Irvona, Clearfield county, Pa.	Coal mine No 1 and No. 2, Philadelphia Coal and Coke Company.	2.56
Elk Run Branch,	Punxsutawney, Jefferson county, Pa.	West Eureka mines Nos. 10, 11 and 12, Berwind, White C. M. Company.	6.04
Mahoning Branch,	End of Main Track	Fordham, Jefferson county, Pa.	3.28
Total mileage operated,			74.76

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$4,113,687 86	Capital stock	$2,250,000 00
Cost of equipment	372,204 10	Funded debt	2,250,000 00
Cash and current assets	142,614 76	Current liabilities	68,273 42
Materials and supplies	25,608 34	Profit and loss	94,100 42
Sundries	8,258 78		
Grand total	$4,662,373 84	Grand total	$4,662,373 84

PENN GAS COAL COMPANY'S YOUGHIOGHENY RAILROAD.

By what authority incorporated: The act of Assembly incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Dingee	Philadelphia	February 3, 1896.
D. Herbert Hostetter	Pittsburg	do.
John Reilly	Philadelphia	do.
E. Roberts, Jr.	Philadelphia	do.
John S. Chambers	Trenton, N. J.	do.

Date of last meeting of stockholders for election of directors: February 4, 1895.
Postoffice address of general office: 720 Reading Terminal, Philadelphia, Pa.
Postoffice address of operating company: Penn Gas Coal Company, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	F. A. Dingee	Philadelphia.
Secretary, Treasurer	A. K. Gregory	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Youghiogheny	Irwin	Sewickley	10

PEOPLE'S RAILWAY COMPANY.

Date of organization: May 24, 1865.
By what authority incorporated: Special act, April 4, 1865; April 28, 1871; February 10, 1872; March 14, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. A. Reilly,	Pottsville, Pa.,	November 5, 1895
Wm. D. Baber,	do.	do.
Frank Carter,	do.	do.
R. C. Luther,	do.	do.
Geo. S. Clemens,	do.	do.

Date of last meeting of stockholders for election of directors: November 6, 1894.
Postoffice address of general office: Pottsville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. A. Reilly,	Pottsville, Pa.
Secretary, Treasurer,	Wm. D. Pollard,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
People's Railway,	Pottsville, Pa.,	Minersville, Pa	4 61

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$99,246 07	Capital stock,	$100,000 00
Cost of equipment,	27,287 29	Funded debt,	36,000 00
Cash and current assets,	23,268 80	Current liabilities,	380 69
		Profit and loss,	13,421 47
Grand total,	$149,802 16	Grand total,	$149 802 16

PERKIOMEN RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Laws of the State of Pennsylvania, under act of March 23, 1865.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
F. G. Stinson,	Norristown, Pa.,	Second Monday in January,	1896.
John Slingluff,	Norristown, Pa.,	do.	do.
J. P. Hale Jenkins,	Norristown, Pa.,	do.	do.
C. M. Reed,	Norristown, Pa.,	do.	do.
Noah D. Frank,	Red Hill, Pa.,	do.	do.
Chas. S. Waage,	Pennsburg, Pa.,	do.	do.
J. P. Hillegas,	Pennsburg, Pa.,	do.	do.
D. K. Graber,	Pennsburg, Pa.,	do.	do.
D. M. Cassellbury,	Lower Providence, Pa.,	do.	do.
John S. Rahn,	Perkiomenville, Pa.,	do.	do.
D. H. Rudy,	Perkiomenville, Pa.,	do.	do.
W. H. Seipt,	Worcester, Pa.,	do.	do

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 318 DeKalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	John Slingluff,	Norristown, Pa.
President,	James Boyd,	do.
Secretary and Treasurer,	Howard Boyd,	do.
Chief Engineer,	Geo. B. Boggs,	do.
General Solicitor, Attorney or Counsel,	James Boyd,	do.
Comptroller,	Geo B. Boggs,	do.
Auditor,	F. C. Boggs,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Perkiomen Railroad,	Perkiomen Junction,	Emaus Junction,	38.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES	TOTAL.
Cost of road,	$2,085,578 35	Capital stock,	$38,400 00
Cost of equipment,	4,257 03	Funded debt,	1,924,600 00
Cash and current assets,	68,948 55	Current liabilities,	1,016,767 58
Materials and supplies,	20,860 46		
Balance due on stock,	560 00		
Profit and loss,	799,763 19		
Grand total,	$2,979,767 58	Grand total,	$2,979,767 58

CONTRACTS, AGREEMENTS, ETC.

An agreement with the United States Express Company for the operation of the express business

No contracts nor agreements other than covered by tariffs made with connecting line in the ordinary course of business.

An agreement with the Philadelphia, Reading and Pottsville Telegraph Company, whereby this Company has the right of its line for the transaction of railroad business

PERRY COUNTY RAILROAD COMPANY.

Date of organization: February 4, 1887.

By what authority incorporated Under provisions of act of 1868, and supplements.

If a consolidated company, name the constituent companies: Perry County Railroad Company, chartered February 4, 1887.

Perry County Railroad Extension Company, incorporated May 28, 1891.

Articles merger June 4, 1892.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. H. Smiley,	New Bloomfield,	First Monday in January, 1896.
John Wister,	Duncannon,	do. do.
L. C. Zimmerman,	Duncannon,	do. do.
Jas. McIlhenny,	New Bloomfield,	do. do.
H. C. Shearer,	New Bloomfield,	do. do.
S. W. Conn,	New Bloomfield,	do. do.
C. A. Barnett,	New Bloomfield,	do. do.
J. H. Shelbley,	New Bloomfield,	do. do.
Samuel Ebert,	Loysville,	do. do.
D B Milliken,	Landisburg,	do. do.
Abram Bower,	Falling Springs,	do. do.

Date of last meeting of stockholders for election of directors: 3d January, 1895.

Postoffice address of general office: New Bloomfield.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	Chas. H. Smiley,	New Bloomfield, Pa.
President,	Chas. H. Smiley,	New Bloomfield, Pa.
First Vice President,	John Wister,	Duncannon, Pa.
Second Vice President,	W. H. Miller,	York, Pa.
Secretary,	James W. Shull,	New Bloomfield, Pa.
Treasurer,	W. N. Selbert,	New Bloomfield, Pa.
General Solicitor, Attorney or Counsel,	James W. Shull,	New Bloomfield, Pa.
Auditor,	W. B. Shelbley,	New Bloomfield, Pa.
General Manager,	Chas. H. Smiley,	New Bloomfield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Perry County Railroad, ...	Duncannon, ...	Landisburg, ...	22.60

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$212,599 21	Capital stock, ...	$97,900 00
Cost of equipment, ...	8,128 50	Funded debt, ...	122,700 00
Cash and current assets, ...	3,349 06	Current liabilities, ...	6,853 74
Sinking fund, ...	22 73	Accrued interest on funded debt not yet payable, ...	227,453 74
Profit and loss, ...	10,820 48	Balance, ...	7,466 24
Grand total.	$234,919 98	Grand total.	$234,919 98

CONTRACTS, AGREEMENTS, ETC.

Carry goods for Adams Express Company for 40 per cent.
Carry United States mail for $233.95 a quarter.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

Date of organization: Chartered March 17, 1853.

By what authority incorporated: Chartered, special act March 17, 1853; amendments April 6, 1854; February 12, 1856; May 1, 1857; February 27, 1863; April 4, 1870.

If a consolidated company, name the constituent companies: Consolidation June 20, 1854, of the Philadelphia and Baltimore Central Railroad Company, chartered as above, and the Baltimore and Philadelphia Railroad Company.

Chartered in Maryland, May 28, 1852.

Consolidation October 31, 1881, of the Philadelphia and Baltimore Central Railroad Company and the West Chester and Philadelphia Railroad Company, chartered in Pennsylvania April 11, 1848.

Amendments to charter in Pennsylvania of the West Chester and Philadelphia Railroad Company April 15, 1850; May 1, 1852; January 7, 1853; January 29, 1853; May 23, 1853; April 20, 1853; February 27, 1854; May 8, 1854; March 30, 1855; May 3, 1855; February 6, 1856; March 11, 1857; May 13, 1857; May 16, 1857; April 8, 1858; April 1, 1861; April 12, 1861; March 23, 1865; April 13, 1867; April 3, 1869; April 14, 1869; April 13, 1870; April 3, 1872.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts	Philadelphia,	January 13, 1896.
John P. Green,	Philadelphia,	do
N. P. Shortridge,	Philadelphia,	do
Samuel R. Dickey,	Oxford, Pa.,	do.
Joseph J. Martin,	Philadelphia,	do.
S. D. Ramsey,	West Chester, Pa.,	do.
Samuel C. Rowland (Maryland State Director),	Port Deposit, Md.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: The Philadelphia, Wilmington and Baltimore Railroad Company, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
Secretary,	John C. Sims,	do.
Treasurer,	Robert W. Smith,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Philadelphia and Baltimore Central railroad.	West Philadelphia.	Octorara Je.,	Philadelphia, Wilmington and Baltimore Railroad Company.	62.62
	Wharves,	West Chester.	Philadelphia, Wilmington and Baltimore Railroad Company.	9.43
Branch,	B. W. Summit.	Kavlin works,	Philadelphia, Wilmington and Baltimore Railroad Company.	1.63
Chester Creek railroad,	Lamokin,	Lenni,	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, Lessee.	6.69
Total mileage,				80.37

By agreement, the road (with its leased line) is operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent, that company paying over to the Philadelphia and Baltimore Central Railroad Company its entire net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$4 058,719 69	Capital stock,	$2,499,266 90
Stocks owned,	1,100 00	Funded debt,	2,200,000 00
Lands owned,	293,822 37	Current liabilities,	126 00
Cash and current assets,	590,983 13	Ground rents,	26,612 50
		State of Maryland,	35,000 00
		Profit and loss,	183,719 79
Grand total,	$4,944,625 19	Grand total,	$4,944,625 19

PHILADELPHIA BELT LINE RAILROAD COMPANY.

Date of organization: May 10, 1889.

By what authority incorporated: An act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. M. Singerly,	917 Chestnut st., Philadelphia,	Jannary 13, 1896.
James Dobson,	26 N. Front st., Philadelphia,	do.
E. C. Knight, Jr.,	N. W. cor Fourth and Chestnut sts., Philadelphia.	do.
Wharton Barker,	429 Chestnut st., Philadelphia.	do.
Charles H. Cramp,	Beach and Ball sts., Philadelphia,	do.
Walter F. Hagar,	233 Walnut st., Philadelphia,	do.
E. A. Hancock,	151 S. Second st., Philadelphia,	do.
Wm. H. Jenks,	528 Chestnut st., Philadelphia,	do.
Calvin Pardee,	Drexel building Philadelphia,	do.
Frank L. Neal,	307 Walnut st., Philadelphia.	do.
Francis B. Reeves,	20 S. Front st., Philadelphia,	do.

Date of last meeting of stockholders for election of directors: June 14, 1895.

Postoffice address of general office: Room 30, Merchants' Exchange, northeast corner of Third and Walnut streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Francis B. Reeves,	30 Merchants' Exchange, Phila.
Vice President,	Walter F. Hagar,	30 Merchants' Exchange, Phila.
Secretary,	John J. Curley,	30 Merchanta' Exchange, Phila.
Treasurer.	Richard Tull.	30 Merchants' Exchange, Phila.
General Solicitor, Attorney or Counsel.	Geo. S. Graham,	560 Bullitt building.
General Manager,	Sidney Williams.	30 Merchants' Exchange, Phila,

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line.	Allegheny avenue,	Bridesburg,	2 66
	Miscellaneous.	Sidings.	1.14
Under contract with Pennsylvania Railroad and River Front Railroad.	Callowhill street,	Tasker street,	2.00
Total mileage operated.			5.80

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$164,285 14	Capital stock,	$200,000 00
Cash and current assets,	35,714 86	Profit and loss,	48,243 59
Profit and loss,	48,243 59		
Grand total,	$248,243 59	Grand total,	$248,243 59

PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

Date of organization: March 7, 1888.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplement.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. McKean,	Philadelphia,	First Monday in May, 1896.
A. J. Antelo,	do.	do. do.
W. R. Taylor,	do.	do. do.
J. M. Landis,	do.	do. do.
C. Heebner,	do.	do. do
Hugh De Haven,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Jos. S. Harris.	Philadelphia.
Secretary.	W. R. Taylor.	do.
Treasurer,	W. A. Church.	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Philadelphia and Chester Valley Railroad Company.	Bridgeport, Pa.	Downingtown, Pa.	21.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,088,838 30	Capital stock,	$755,100 00
Cash and current assets,	4,719 04	Funded debt,	380,510 00
Profit and loss,	123,000 14	Current liabilities	76,441 18
		Accrued interest on funded debt not yet payable,	4,506 30
Grand total,	$1,216,557 48	Grand total,	$1,216,557 48

CONTRACTS, AGREEMENTS, ETC.

United States mail: Rate per mile.

PHILADELPHIA AND DELAWARE COUNTY RAILROAD COMPANY.

Date of organization: April 2, 1890.

Under laws of what government or state organized: Laws of Pennsylvania, approved April 3, 1861, and the several supplements thereto.

Operated by Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Barnes	Philadelphia,	May 5, 1896.
John P. Green,	Philadelphia,	do.
W. W. Green,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
Stuart Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 7, 1895.

Postoffice address of general office: Room 259, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel Rea,	Philadelphia.
Secretary, Treasurer,	Albert Hewson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Philadelphia and Delaware County Railroad.	A connection with the Philadelphia and Baltimore Central Railroad near the Philadelphia and Del'ware County line, Pennsylvania.	Newtown Square, Del'ware County line, Pennsylvania	Philadelphia, Wilmington and Baltimore Railroad Company.	9.93

Operated at cost by the Philadelphia, Wilmington and Baltimore Railroad Company as agents. Profit or loss paid over to or charged against the proprietary company according to the results at the close of each fiscal year October 31.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS	TOTAL.	LIABILITIES	TOTAL.
Cost of road	$528,883 24	Capital stock,	$354,750 00
Cash and current assets,	5,861 76	Funded debt,	180,000 00
Profit and loss,	13,692 67	Current liabilities,	11,442 67
		Accrued interest on funded debt not yet payable,	2,250 00
Grand total,	$548,442 67	Grand total,	$548,442 67

PHILADELPHIA AND ERIE RAILROAD COMPANY.

Date of organization: Chartered April 3, 1837, and organized during that year.

By what authority incorporated: State of Pennsylvania, act of April 3, 1837, and supplements thereto, approved March 20, 1838; February 12, 1846; March 14, 1846; March 15, 1847; February 10, 1852; March 27, 1852; May 4, 1852; April 15, 1853; April 18, 1853; May 5, 1854; May 8, 1854; May 4, 1855; May 21, 1857; April 21, 1858; April 13, 1860; March 7, 1861; April 3, 1863; March 7, 1864; July 22, 1864; March 9, 1865; March 23, 1866; March 7, 1868; March 12, 1869; March 19, 1869; April 1, 1869; April 6, 1870, and May 24, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
*N. P. Shortridge,	Wynnewood, Pa.,	Second Monday in February,	1896.
*Jno P. Green,	Philadelphia,	do.	do.
*Sam'l G. Thompson,	do.	do.	do.
*J. Bayard Henry,	do.	do.	do.
*Wm L. Elkins,	do.	do.	do.
*Henry D. Welsh,	do.	do.	do.
*Wm. J. Howard,	do.	do.	do.
*Amos. R. Little,	do.	do.	do.
*Wm. H. Barnes,	do.	do.	do.
*Jno. H. Catherwood,	do.	do.	do.
†James McManes,	do.	do.	do.
†Wm. Johnson,	do.	do.	do.
†W. S. P. Shields,	do.	do.	do.

*Elected by the stockholders.

||Elected by Philadelphia City Councils.

Date of last meeting of stockholders for election of directors: February 11, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	N. P. Shortridge, ...	Philadelphia.
Secretary and Treasurer.	J. S. Vanzandt, ...	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Philadelphia and Erie Railroad Company.	Sunbury, Pa., .	Erie, Pa., . . .	Pennsylvania Railroad Company.	287.56

Lease from the Philadelphia and Erie Railroad Company to the Pennsylvania Railroad Company executed January 6, 1862, to take effect from and after January 1, 1862, modified January 1, 1870, for the term of 999 years from January 1, 1862. The lessee to work, use, maintain, manage and efficiently operate and keep in public use the railroad of the party of the first part and its appurtenances, "with the exclusive right to manage and control said railroad and to regulate and determine rates of tolls, freight and charges for all the transportation over the whole or any part of said railroad," and to collect all said tolls and charges. The lessee to repair and maintain in good order and condition for public use the railroad property and appurtenances, paying all operating and other expenses, including taxes and assessments levied or assessed by the laws of the United States or the State of Pennsylvania.

The surplus of gross receipts after the payment of expenses aforesaid to be applied to defraying the cost of maintaining a proper and legal organization of the lessor company and the payment of interest on the funded debt of said lessor.

Whatever balance may remain after said payments to be paid to the lessor for its own use. The lessee is not to pay or become liable to pay in consequence of any deficiency of gross receipts for all or any or either of the purposes to which it had been agreed that said surplus should be applied.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$30,466,182 05	Capital stock.	$10,385,000 00
Stocks owned, ...	43,314 00	Funded debt.	19,799,000 00
Cash and current assets.	208,616 05	Current liabilities.	58,945 89
		Sundry items.	5 218 50
		Profit and loss.	469,948 21
Grand total.	$30,718,112 10	Grand total.	$30,718,112 10

PHILADELPHIA AND FRANKFORT RAILROAD COMPANY.

Date of organization: March 21, 1892.
Under laws of what government or state organized: Pennsylvania, April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Jno. Lowber Welsh,	Philadelphia,	First Monday in May, 1896.
W. W. Foulkrod,	do.	do. do.
W. H. Rhawn,	do	do do.
D. C. Nimlet,	do.	do. do
Jas Whitaker,	do.	do. do.
W. M. Horrocks,	do.	do. do

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of general office: Reading Terminal, Philadelphia.
Postoffice address of operating office: Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Philadelphia and Frankford Railroad.	Crescentville,	Frankford.	Philadelphia and Reading Railroad.	2 60

Agreement May 4, 1894.
Lessor pays a sum equal to 25 per cent. of the gross receipts to be applied by the trustees to the payment of interest on first mortgage bonds.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$733,599 67	Capital stock,	$500.000 00
Cash and current assets,	501,615 98	Funded debt,	497,000 00
		Current liabilities,	238,215 65
Grand total,	$1,235,215 65	Grand total,	$1,235,215 65

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL RAILROAD COMPANY.

Date of organization: December 28, 1882.
By what authority incorporated: General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Alexander Biddle,	Philadelphia.	Second Tuesday in February, 1896.
Wm. L. Elkins,	Philadelphia,	do. do.
John P. Green,	Philadelphia.	do. do.
John C. Sims.	Philadelphia,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: February 12, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh.	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer.	Taber Ashton,	do.
Real Estate Agent.	Jno. C. Wilson,	do.
Conveyancer,	G. W. I. Ball.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Philadelphia, Germantown and Chestnut Hill Railroad.	Germantown Jct.	Chestnut Hill,	Pennsylvania Railroad Company.	6.75
	Branch,			7.12
Total mileage,				13.87

Lease to the Pennsylvania Railroad Company for thirty years from May 1, 1883. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$2,525,697 59	Capital stock,	$1,263,000 00
Cash and current assets,	44,771 37	Funded debt.	1,263,000 00
		Current liabilities,	2,160 00
		Profit and loss,	42,308 96
Grand total.	$2,570,468 96	Grand total,	$2,570,468 96

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Date of organization: February 17, 1831.

By what authority incorporated: Incorporated by an act of the General Assembly of the Commonwealth of Pennsylvania, entitled An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved February 17, 1831. An act supplementary to an act, entitled An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved April 7, 1832. An act supplementary to an act, entitled An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved March 30, 1833. An act supplementary to an act, entitled An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved February 8, 1834. An act for the relief of the creditors of the Philadelphia, Germantown and Norristown Railroad Company, approved February 17, 1847. An act supplementary to the several acts to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved April 7, 1849. A further supplement to an act incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 27, 1852. An act of February 10, 1853. Act of April 8, 1853.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Lewis Elkin,	1119 Walnut st., Philadelphia,	First Monday in November, 1897.
John A. Brown, Jr.,	209 Chestnut st., Philadelphia,	do. do.
Richard Dale,	1215 Spruce st., Philadelphia,	do. do.
Jos. W. Johnson,	535 Chestnut st., Philadelphia,	do. do.
Thos. U. Walker,	New Centreville, Pa	First Monday in November, 1895.
Michael O'Brien,	Conshohocken, Pa.,	do. do.
John Slingluff,	Norristown, Pa.	do. do.
Edward Dale Toland,	104 S. Fifth st., Philadelphia,	do. do.
W. S. Wilson,	New Centreville, Pa.,	First Monday in November, 1896.
George W. Longaker,	Norristown, Pa.	do. do.
Thomas McKean,	153 Dock st., Philadelphia,	do. do.
George H. Colket,	1510 Spring Garden st., Phila.,	do. do.

Date of last meeting of stockholders for election of directors: November 5, 1894.

Postoffice address of general office: 132 South Third street, Philadelphia, Pa.

Postoffice address of operating company: Twelfth and Market streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. S. Wilson,	132 S. Third st., Phila.
Secretary and Treasurer,	W. W. Stephens,	132 S. Third st., Phila.
Gen'l Solicitor, Attorney or Counsel,	J. B. Townsend,	709 Walnut st., Phila

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Philadelphia, Germantown and Norristown Railroad Company.	Ninth and Green.	Germantown, .	The Philadelphia and Reading Railroad Company.	6.4
Norristown Branch, ...	Sixteenth st , .	Norristown, . .	The Philadelphia and Reading Railroad Company.	14.2
Total mileage, ...	. . . . .	. . . . .	. . . . .	20 6

The Philadelphia, Germantown and Norristown Railroad was leased to the Philadelphia and Reading Railroad Company on November 10, 1870, for a period of 999 years at an annual rental of $269,623.34, payable in quarterly payments, commencing March 1, together with $2,000.00 quarterly organization expenses.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$1,639,872 33	Capital stock.	$2,246,900 00
Cost of equipment.	367,988 09	Funded debt.	31,531 31
Other permanent investments. . . .	274,495 19	Miscellaneous account, ...	237 00
Cash and current assets, ...	33,693 87	Current liabilities, ...	7,804 50
Sundries, ...	6,479 21	Organization account.	23,928 31
		Interest account, ...	12,127 57
Grand total, ...	$2,322,528 69	Grand total, ...	$2,322,528 69

PHILADELPHIA, HARRISBURG AND PITTSBURGH RAILROAD COMPANY.

Date of organization: July 24, 1890.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

If a consolidated company, name the constituent companies: Merger of the Harrisburg and Shippensburg Railroad, a reorganization of the Harrisburg and Potomac Railroad Company July 2, 1890, and the Harrisburg Terminal Railroad organized under an act for the formation and regulation of railroad corporations, April 4, 1868.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Thomas McKean, ...	Philadelphia, ...	First Monday in May, 1896.
J. Lowber Welsh, ...	do.	do. do.
A. Foster.	do.	do. do.
C. H. Quarles, ...	do.	do. do.
I. A. Swelgard.	do.	do. do.
C. Haebner, ...	do.	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS: From—	TERMINALS: To—	BY WHAT COMPANY OPERATED.	Miles of line.
Philadelphia, Harrisburg and Pittsburg Railroad Company.	Harrisburg, Pa..	Shippensburg, Pa.	Philadelphia and Reading Railroad Company.	40 60

Leased to the Philadelphia and Reading Railroad Company April 15, 1890, for 999 years. Lessee pays expenses of operations, all taxes and fixed charges.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$3,254,837 41	Capital stock,	$2,000,000 00
Cash and current assets,	3,008 34	Funded debt,	500,000 00
		Current liabilities,	757,845 75
Grand total,	$3 257,845 75	Grand total,	$3,257,845 75

PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

Date of organization: Not known.

By what authority incorporated: Pennsylvania; original name Philadelphia and Montgomery County Railroad. Incorporated by act of April 2, 1860.

P. L. laws 677, supplement April 1, 1863. Laws of 1864, page 1074, and March 23, 1865, P. L. laws 674.

If a consolidated company, name the constituent companies: Philadelphia and Newtown Connecting Railroad was merged into this company September 1, 1892.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Smith Harper,	Philadelphia,	First Monday of May, 1896.
Wm. M. Geary,	do.	do.
Samuel Gustine Thompson,	do.	do.
John Slingluff,	do.	do.
W. H. Slingluff,	do.	do.
H. C. Stinson,	do.	do.
J. P. H. Jenkins,	do.	do.
J. P. Hutchinson,	do.	do.

Date of last meeting of stockholders for election of directors: Monday, May 6, 1895.

Postoffice address of general office: 218 DeKalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown.
Secretary, Treasurer,	Howard Boyd,	do.
Auditor,	O. C. Knipe,	do.
Assistant Auditor,	H. G. Tyson,	do.
General Superintendent,	Wm. M. Geary,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
"A," Main line	Erie avenue, Philadelphia.	Newtown, Pa.,	20.9
"B," Terminal connection,	Olney, Philadelphia,	Newtown Junction, Philadelphia.	1.25
Total mileage,			22 15

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$3,200,000 00	Capital stock,	$1,600,000 00
Cash and current assets,	41,400 60	Funded debt,	1,600,000 00
Profit and loss,	4,644 65	Current liabilities,	141,400 60
		Profit and loss,	4,644 65
Grand total,	$3,246,045 25	Grand total.	$3,246,045 25

PHILADELPHIA AND READING RAILROAD COMPANY.

Date of organization: April 4, 1833.

By what authority incorporated: Pennsylvania act April 4, 1833, and amendments.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. J. Antelo,	Philadelphia.	Second Monday in January,	1896.
James Boyd,	Norristown, Pa.	do.	do.
Joseph F Sinnatt,	Philadelphia.	do.	do.
Thomas McKean,	Philadelphia,	do.	do.
John Lowber Welsh,	Philadelphia,	do.	do.
Geo. H. Baer.	Reading, Pa.,	do.	do.

Total number of stockholders at date of last election: Three thousand two hundred and sixty-six.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Reading Terminal, Philadelphia.

Postoffice address of operating office: Reading Terminal, Philadelphia.

Name and address of officer to whom correspondence regarding this report should be addressed: Name, D. Jones; title, Comptroller; address, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	Joseph S. Harris,	Philadelphia.
First Vice President,	Theodore Voorhees,	do.
Secretary,	Wm. R. Taylor,	do.
Treasurer,	Wm. A. Church,	do.
Comptroller,	Dan'l Jones,	do.
Chief Engineer,	H K Nichols,	do.
General Solicitor,	J. D Campbell,	do.
Auditor Traffic Receipts,	George Ziegler,	do.
Auditor Merchandise Traffic,	Wm. B Scott,	do.
Auditor Passenger Traffic,	C. H. Quarles,	do.
Auditor Coal Traffic,	H W. Hancock,	do.
Auditor Disbursements,	J. E. Price,	do.
General Passenger Agent,	C. G. Hancock,	do.
General Freight Agent,	R. H Ball,	do.
General Superintendent,	I A Sweigard,	do
Superintendent Reading Division,	W. Bertolet,	Reading, Pa.
Superintendent P. & N. V. Division,	E. C. Tamlinson,	Philadelphia.
Superintendent R. & C Division,	A. M. Wilson,	Reading, Pa.
Superintendent Pine Grove Division,	H. W. Tracy,	Pine Grove, Pa.
Superintendent Shamokin Division,	B. F Bertolet,	Shamokin, Pa
Superintendent of Telegraph,	L. Horton, Jr.,	Reading, Pa.
Superintendent of Canals,	E. F. Smith,	Philadelphia.
General Baggage Agent,	H. W. Souders,	Philadelphia

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
Main line,	Philadelphia, / Wayne Junction, Pa., / Port Richmond, Pa.,	West Falls, Pa., / Tabor Junction, Pa., / Mt. Carbon, Pa.,	98.40
Northern Liberties & Penn Twp. branch.	Broad Street, Phila.,	Delaware river, Phila.,	1.40
Port Kennedy branch,	Port Kennedy, Pa.,	Lime Kiln, Pa.,	1.20
Lebanon Valley branch,	Reading, Pa.,	Harrisburg, Pa.,	53.70
Lebanon and Tremont branch,	Lebanon, Pa.,	Brookside, Pa.,	42.20
Schuylkill and Susquehanna branch,	Auburn, Pa.,	Rockville, Pa.,	53.40
Mount Carbon branch,	Mt. Carbon Pa.,	Wadesville and Mount Laffy, Pa.	8.50
Mahanoy and Shamokin branch,	New Castle and Mahanoy City.	Port Treverton, Pa.,	64.60
Moselem branch,	Leesport, Pa.,	Leesport Iron Works,	1.70
West Reading branch,	Third street, Reading,	Foot of 6th st., Reading,	1.90
Colebrookdale railroad,	Pottstown, Pa.,	Bartow, Pa.,	12 80
Pickering Valley railroad,	Phœnixville, Pa.,	Byers, Pa.,	11 30
East Pennsylvania railroad,	Reading, Pa.,	Allentown, Pa.,	36.00
Allentown railroad,	Topton Pa.,	Kutztown, Pa.,	4.50
Little Schuylkill railroad,	Port Clinton, Pa.,	Tamaqua & Reevesdale,	28.10
Mine Hill and Schuylkill Haven railroad,	Schuylkill Haven, Pa.,	Locust Gap Junction, / Tremont, / New Lincoln,	51.80
Mt Carbon and Port Carbon railroad,	Mt. Carbon, Pa.,	Port Carbon, Pa.,	2.50
Mill Creek railroad,	Mill Creek Junction,	New Castle, Pa.,	3 80
Schuylkill Valley Navigation & R R Co.,	Port Carbon, Pa.,	Reevesdale, Pa.,	11.00
East Mahanoy railroad,	Connection with Nesq. Valley railroad. / East Mahanoy Junction,	E. M. Tunnell, Pa., / St. Nicholas Pa.,	14.10
Shamokin, Sunbury and Lewisburg R R.,	West Milton, Pa.,	Shamokin, Pa.,	31 10
Philadelphia, Germantown and Norristown railroad.	Philadelphia, / Philadelphia, / Corsholhockeu, Pa.,	Germantown, Pa., / Norristown, Pa., / Oreland, Pa.,	29.50
Chestnut Hill railroad,	Germantown, Pa.,	Chestnut Hill, Pa.,	4
Catawissa railroad,	Tamanend, Pa.,	Newberry Junction, Pa.	96.50
Philadelphia and Chester branch,	Gray's Ferry, Pa.,	Thurlow Pa.,	10.50
North Pennsylvania railroad,	Philadelphia, / Lansdale, Pa., / Jenkintown, Pa.,	Bethlehem, Pa., / Doylestown, Pa., / Delaware river,	86.40
Delaware and Bound Brook railroad,	Delaware river, N. J., / Trenton Junction, N. J.,	Bound Brook, N. J., / Trenton, N. J.,	33.70
Norristown Junction railroad,	Mill street, Norristown,	Marshall st., Norristown,	.40
Schuylkill and Lehigh railroad,	Reading,	Slatington, Pa.,	44 00
Philadelphia, Harrisburg and Pittsburgh railroad.	Harrisburg,	Shippensburg, Pa.,	40.60
Philadelphia and Reading Terminal R. R	Philadelphia,	Philadelphia,	1.32
Philadelphia and Frankford railroad,	Crescentville, Pa.,	Frankford, Pa.,	2.60
Total mileage operated,			883 52

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

NAME.	Character of business.	Title. Owned, leased, etc.	State or territory.
Schuylkill Canal,	Coal and merchandise.	Leased,	Pennsylvania.
Steam Collieries,	Coal,	Owned,	Atlantic ports.
Barges,	Coal,	Owned,	Atlantic ports.

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock—Common,	824,547,233	$50 00	Not limited,	$41,227,361 78
Total,	824,547,233	$50 00		$41,227,361 78

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number shares issued and outstanding.	Total cash realized.	Remarks.
Issued for cash: Common, Preferred, Issued for construction: Common, Preferred, Issued for reorganizat'n: Common, Preferred,	21,720	$1,086,000 00	824,547,233	$41,227,361 78	Issued for cash property purchased and acquired dividends and conversion of bonds.

FUNDED DEBT.

MORTGAGE BONDS MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Outstanding.	INTEREST.		
	Date of Issue.	When due.			Rate.	When payable.	Amount accrued during year.
Prior mortgage loan	Various.	1910	$6,180,000 00	$2,466,700 00	6	J. and J.	$148,002 00
Prior mortgage loan	1859.	1910.	7,000,000 00	79,000 00	4½	J. and J.	3,555 00
Prior mortgage loan	1868.	1933.	2,700,000 00	2,696,000 00	5	A. and O.	134,800 00
Consolidated mortgage	1871.	1911.	25,000,000 00	8,162,000 00	6	J. and D.	489,720 00
Consolidated mortgage	1871.	1911.		10,649,000 00	7	J. and D.	745,430 00
Improvement	1873.	1897.	10,000,000 00	9,364,000 00	6	A. and O.	561,840 00
Income	1876.	1896.	10,000,000 00	1,000 00	7	J. and D.	
Consolidated	1882.	1922.	80,000,000 00	5,767,042 00	5	M. and N.	288,353 98
Consolidated	1883.	1933.	80,000,000 00	1,535 00	5	F. and A.	
General mortgage	1888.	1938.	100,000,000 00	44,615,188 77	4	J. and J.	1,791,840 93
First preferred income	1888.	1938.	24,400,000 00	23,949,950 70	5	February.	
Second preferred income	1888.	1938.	22,500,000 00	16,176,588 78	5	February.	
Third preferred income	1888.	1938.		16,852,216 58	5	February.	
Philadelphia and Reading terminal	1891.	1941.	8,500,000 00	8,139,000 00	5	F. M. A. & N.	Interest treated as rental. P. 47.
Convertable adjustment scrip	1883.	1888.		1,810 00	6	J. and J.	
Debenture loan	1868.	1893.		1,100 00	6	J. and J.	
Debenture loan	1868.	1893.		6,000 00	4	J. and J.	240 00
Debenture loan	1878.	1898.		1,000 00	6	M. and N.	
Debenture and convertable loan	1873.	1893.	10,500,000 00	10,200 00	7	J. and J.	
Debenture and guarantee scrip	1877.	1884.		7,250 00	6	J. and J.	
Sinking fund	1892.	1902.	2,000,000 00	1,831,000 00	5	F. and A.	92,366 62
Deferred income	1882.	Irredem.	34,300,000 00	7,670,427 09			
Total:							
Mortgage bonds				$158,448,008 92			$4,256,148 53
Miscellaneous obligations				93,798,825 77			4,256,148 53
Income bonds				64,649,183 15			
Grand total				$158,448,008 92			$4,256,148 53

FUNDED DEBT—Continued.

CAR TRUST OBLIGATIONS.—A. GENERAL STATEMENT.

Series or Other Designation.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.
Car trust certificates:				
Series B,	March 15, 1884	10 years.	10	45 locomotives, 25 passenger and 1,002 freight cars.
Series C,	July 1, 1887,	10 years.	10	12 locomotives, 69 passengers, 20 baggage and combination and 1,670 freight cars.
Series D,	March 1, 1890,	10 years.	10	50 locomotives, 43 passenger, 7 combination, 4,000 freight cars and 15 coal barges.

B. STATEMENT OF AMOUNT.

Series or Other Designation.	Cash Paid on Delivery of Equipment.	Deferred Payments—Principal.		Deferred Payments—Interest.	
		Original amount.	Amount outstanding.	Amount Accrued During Year.	Rate.
Series B,	$1,110,000 00	$1 110.000 00	$102.000 00	$6.120 00	6
Series C,	1,200,000 00	1,200,000 00	510.000 00	30.100 00	5 and 6
Series D,	3,000,000 00	3.000.000 00	1,760,000 00	92.808 31	5 and 6
Total,	$5,310.000 00	$5,310.000 00	$2,372,000 00	$129,028 31	

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Outstanding.	INTEREST.	
		Amount accrued during year.	Rate.
Mortgage bonds,	$93,798.825 77	$4,256,148 53	
Income bonds,	64.649.183 15		
Equipment trust obligations,	2,372.000 00	129.028 31	
Total,	$160,820,008 92	$4,385,176 84	

RECEIVER'S CERTIFICATES.

DATE ISSUED.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount paid during year.	Rate.
Various,	$3,446,882 13	$3,446,882 13	$206,812 93	6 per cent.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1895.	
Cash,	$456,855 84	Receiver's certificates,	$3,446,882 13
Bills receivable,	148.426 93	Loans and bills payable,	2,198,331 47
Due from agents,	1,032,678 32	Audited vouchers and accounts,	1,850,012 53
Net traffic balances due from other companies,	6,376,866 80	Wages and salaries,	603,642 97
Due from solvent companies and individuals,	1,041,493 50	Matured interest coupons unpaid (including coupon due July1),	4,827,386 81
		Rents due July I,	362,524 50
Total cash and current assets.	$9,056.321 39	Total—current liabilities,	$13,288,780 41
Balance—current liabilities,	4,232.459 02		
Total,	$13,288,780 41		
Materials and supplies on hand,	944,891 46	Total,	$13,288,780 41

RECAPITULATION.

A.—MILEAGE OWNED.

ACCOUNT.	Total amount outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock,	$41,227,361 78	$41,227,361 78	327	126,078
Bonds,	158,448,008 92	158,448,008 92	327	484,550
Equipment trust obligations,	2,372,000 00	2,372 000 00	327	7,254
Current liabilities,	13,288,780 41	13,288,780 41	327	40,638
Total,	$215,336,151 11	$215,336,151 11	327	658,520

B.—MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED.)

NAME OF ROAD.	Capital Stock.	Funded Debt.	Amount per Mile of Road—Miles.
Main line and branches owned,	$41,227,361 78	$158,448,008 92	327
Colebrookdale Railroad,	297,215 00	600,000 00	12.80
Pickering Valley Railroad,	95,655 00	332,300 00	11.30
East Pennsylvania Railroad,	1,730,450 00	495,000 00	36.00
Allentown Railroad,	1,268,884 47	. . . . .	4.50
Little Schuylkill Navigation Railroad and Coal Company.	2,487,850 00	. . . . .	28.10
Mine Hill and Schuylkill Haven Railroad,	4,210,200 00	. . . . .	51.80
Mount Carbon and Port Carbon Railroad Company,	282,350 00	. . . . .	2.50
Mill Creek and Mine Hill Navigation and Railroad Company.	323,375 00	. . . . .	3 80
Schuylkill Valley Navigation and Railroad Company,	576,050 00	. . . . .	11 00
East Mahanoy Railroad Company,	497,750 00	. . . . .	14.10
Shamokin, Sunbury and Lewisburg Railroad Company.	2,000,000 00	2,000,000 00	31.10
Philadelphia, Germantown and Norristown Railroad,	2,246,900 00	. . . . .	29 50
Catawissa Railroad,	3,200,000 00	1,530,500 00	96.50
North Pennsylvania Railroad,	4,721,250 00	7,200,000 00	33.70
Delaware and Bound Brook Railroad Company,	1,800,000 00	1,800,000 00	40
Norristown Junction Railroad,	20,000 00	40,000 00	44
Schuylkill and Lehigh Railroad,	50,000 00	1,000,000 00	40.60
Philadelphia, Harrisburg and Pittsburgh Railroad Company.	2,000,000 00	2,000,000 00	1.32
Philadelphia and Reading Terminal Railroad Company.	8,500,000 00	. . . . .	. . . . .
Chestnut Hill Railroad,	120,650 00	. . . . .	4
Total,	$77,655,941 25	$175,445 808 92	. . . . .

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during year, not included in operating expenses charged to income account as permanent improvements.	Total cost to June 30, 1894.	Total cost to June 30, 1895.	Cost per mile.
Construction:				
Right of way, other real estate, fences, grading and bridge and culvert masonry, bridges and trestles, rails, ties, other superstructure, buildings, furniture and fixtures, shop machinery and tools, engineering expenses, interest during construction, discount on secureties sold for construction, telegraph line, wharfing, etc., sidings and yard extensions, terminal facilities and elevators, road built by contract, purchase of constructed road, other items. . . .	$316,210 36	$88,105,904 27	$88,088,121 68	
Total construction, ...	$316,210 36	$88,105,904 27	$88,088,121 68	$269,382 63
Equipment:				
Locomotives, passenger cars, sleeping, parlor and dining cars, baggage, express and postal cars, combination cars, freight cars, other cars of all classes, floating equipment, ...	$1,241,027 57	$22,560,732 83	$21,784,278 25	
Total equipment, ...	$1,241,027 57	$22,560,732 83	$21,784,278 25	$66,613 59
Grand total cost construction, equipment, etc. . . .	$1,557,237 93	$110,666,637 10	$109,872 399 93	$336,001 22

INCOME ACCOUNT.

Gross earnings from operation, ...	$20,658,234 41	
Less operating expenses, ...	11,703,815 40	
Income from operation, ...	. . . . .	$8,954,419 01
Dividends on stocks owned, ...	$202,802 14	
Interest on bonds owned, ...	68,070 37	
Miscellaneous income, less expenses, ...	272,064 83	
Income from other sources, ...	. . . . .	542,937 34
Total income, ...	. . . . .	$9,497,356 35
Deductions from income:		
Interest on funded debt accrued, ...	$4,385,176 84	
Interest on interest-bearing current liabilities accrued, not otherwise provided for, ...	577,005 41	
Rents paid for lease of road, ...	2,897,077 94	
Taxes, ...	535,621 99	
Permanent improvements, ...	316,210 36	
Other deductions, ...	182,299 00	
Total deductions from income, ...	. . . . .	8,893,391 54
Net income, ...	. . . . .	$603,964 81
Equipment payments, ...	$1,241,027 57	
Total, ...	. . . . .	1,241,027 57
Surplus from operations of year ending June 30, 1895, ...	. . . . .	637,062 76
Deficit on June 30, 1894, ...	. . . . .	3,805,354 80
		4,442,417 56
Deductions for year, ...	. . . . .	65,088 12
Deficit on June 30, 1895, ...		$4,377,329 44

EARNINGS FROM OPERATION.

ITEM.	Total Receipts.	Actual Earnings.
Passenger:		
Passenger revenue,	$4,024,305 50	
Total passenger revenue,		$4,024,305 50
Mail,		97,731 86
Express,		304,192 06
Total passenger earnings,		$4,426,229 42
Freight:		
Freight revenue,	$16,168,100 83	
Total freight revenue,		16,168,100 83
Other items,		1,113 80
Total freight earnings,		$16,169,214 63
Total passenger and freight earnings,		$20,595,444 05
Other earnings from operation:		
Other sources,	$62,790 36	
Total other earnings,		62 790 36
Total gross earnings from operation,		$20,658,234 41

STOCKS OWNED.

A.—Railway Stocks.

Total par value,	$24,419,900 00

B.—Other Stocks.

Total par value,	1,826,400 00
Grand total, A and B,	$26,246,300 00
Income or dividend received,	$202,802 14
Valuation,	19,182,881 51

BONDS OWNED.

A.—Railway Bonds.

Total par value,	$4,176,331 84

B —Other Bonds.

Total par value,	3,474,106 29
Grand total, A and B,	$7,650,438 13
Income or interest received,	$68,070 37
Valuation,	8,437,129 72

MISCELLANEOUS INCOME.

ITEM	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Real estate and dwellings,	$225,852 31	$47,746 56	$178,105 75
Canals,	46,669 80	40,940 68	5,729 12
Colliers and barges.	746,643 07	658,413 11	88,229 96
Total,	$1,019,165 18	$747,100 35	$272,064 83

OPERATING EXPENSES.

ITEM.	Amount.
Maintenance of Way and Structures:	
Repairs of roadway,	$941,751 42
Renewals of rails,	144,904 09
Renewals of ties,	279,265 60
Repairs and renewals of bridges and culverts,	79,688 46
Repairs and renewals of building and fixtures,	116,102 05
Repairs and renewals of docks and wharves,	64,127 74
Repairs and renewals of telegraph,	26,312 72
Stationery and printing,	4,899 34
Other expenses,	97,994 56
Total,	$1,755,045 98
Maintenance of Equipment:	
Superintendence,	$40,635 05
Repairs and renewals of locomotives,	860,743 93
Repairs and renewals of passenger cars,	204,459 29
Repairs and renewals of freight cars,	965,376 10
Repairs and renewals of shop machinery and tools,	29,302 67
Other expenses,	14,503 64
Total,	$2,115,020 66
Conducting Transportation:	
Superintendence,	$312,247 43
Engine and roundhouse men,	1,171,320 00
Fuel for locomotives,	790,237 56
Water supply for locomotives,	72,505 13
Oil, tallow and waste for locomotives,	69,227 45
Other supplies for locomotives,	75,212 50
Train service,	2,251,008 24
Train supplies and expenses,	108,321 45
Switchmen, flagmen and watchmen,	276,702 65
Telegraph expenses,	124,388 27
Station service,	871,218 42
Station supplies,	76,341 91
Car mileage--balance,	162,682 69
Loss and damage,	37,424 09
Injuries to persons,	38,525 18
Advertising,	56,611 89
Outside agencies,	39,102 22
Rents for tracks, yards and terminals,	467,945 44
Rents for building and other property,	33,178 90
Stationery and printing,	54,942 65
Other expenses,	175,479 05
Total,	$7,264,823 12
General Expenses:	
Salaries of general officers,	$183,599 76
Salaries of clerks and attendants,	190,196 91
General office expenses and supplies,	50,950 24
Insurance,	10,094 02
Law expenses,	87,370 33
Stationery and printing (general offices),	16,345 81
Other expenses,	30,370 57
Total,	$568,927 64
Recapitulation of Expenses:	
Maintenance of way and structures,	$1,755,043 98
Maintenance of equipment,	2,115,020 66
Conducting transportation,	7,264,823 12
General expenses,	568,927 64
Total operating expenses,	$11,703,815 40
Other expenses, as per deduction from income,	10,134,419 11
Grand total,	$21,838,234 51
Percentage of operating expenses to earnings,	56.65

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed	Cash.	Total.
Mine Hill and Schuylkill Haven Railroad Company,	. . . . .	$336,816 00	. . . . .	$336,816 00
Mount Carbon and Port Carbon Railroad Company,	. . . . .	36,250 01	. . . . .	36,250 01
Mill Creek and Mine Hill Navigation and Railroad Company,	. . . . .	33,000 00	$2,587 00	35,587 00
Schuylkill Valley Navigation and Railroad Company,	. . . . .	29,450 00	2,304 20	31,754 20
Little Schuylkill Navigation, Railroad and Coal Company,	. . . . .	215,092 00	2,000 00	217,092 00
East Pennsylvania Railroad Company,	$19,800 00	103,827 00	9,368 11	132,995 11
Norristown Junction Railroad Company,	2,000 00	. . . . .	. . . . .	2,000 00
Chestnut Hill Railroad Company,	. . . . .	14,478 00	3,544 32	18,022 32
Philadelphia, Germantown and Norristown Railroad Company,	. . . . .	269,623 34	36,760 32	306,383 66
Catawissa Railroad Company,	104,830 00	226,000 00	8,000 01	338,830 01
Delaware and Bound Brook Railroad Company,	123,000 00	144,000 00	26,597 62	293,597 62
North Pennsylvania Railroad Company	492,000 00	377,700 00	49,171 18	918,871 18
Schuylkill and Lehigh Railroad Company,	27,000 00	. . . . .	50	27,000 50
Shamokin, Sunbury and Lewisburg Railroad Company	110,000 00	. . . . .	740 00	110,740 00
Swedes Ford Bridge Company,	. . . . .	2,405 00	235 00	2,640 00
Colebrookdale Railroad Company,	. . . . .	. . . . .	11,921 20	11,921 20
Pickering Valley Railroad Company,	. . . . .	. . . . .	4,696 25	4,696 25
Allentown Railroad Company,	. . . . .	. . . . .	3,361 79	3,361 79
Allentown Terminal,	. . . . .	. . . . .	14,472 93	14,472 93
Philadelphia, Harrisburg and Pittsburg Railroad Company,	25,000 00	. . . . .	200 00	25,200 00
Susquehanna Canal,	624 90	. . . . .	. . . . .	624 90
Schuylkill Navigation Company,	8,802 63	393 93	. . . . .	9,196 56
Philadelphia and Frankford Railroad Company,	. . . . .	. . . . .	19,024 70	19,024 70
Total rents—A,	$913,057 53	$1,789,035 28	$194,985 13	$2,897,077 94

B. RENTS PAID FOR LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Owning Property Leased.	Total.
Terminals,	Philadelphia,	Philadelphia and Reading Terminal Railroad.	$467,945 44

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$88,088,121 68	Capital stock,	$41,227,361 78
Cost of equipment,	21,784,278 25	Funded debt,	160,820,008 92
Stocks owned,	19,182,881 51	Current liabilities,	13,288,780 41
Bonds owned,	8,437,129 72	Real estate mortgages,	3,528,896 85
Other permanent investments,	82,180,778 95	Accrued interest on funded debt not yet payable,	358,426 48
Cash and current assets,	9,056,321 39	Unmatured instalments on equipment purchased,	4,319,342 59
Materials and supplies,	944,891 46	Accrued rental,	498,524 67
Sundries,	688,315 47	Sundries,	10,698,706 17
Profit and loss,	4,377,329 44		
Grand total,	$234,740,047 87	Grand total,	$234,740,047 87

IMPORTANT CHANGES DURING THE YEAR.

Twenty-one thousand seven hundred and twenty shares of stock issued in exchange for $1,086,000 of third preferred income mortgage bonds at par.

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company: The railroad company supplies equipment and furnishes transportation for express freight receiving therefor a percentage of the gross receipts.

United States Government: No contract. The terms vary on the several railroads.

Pullman Palace Car Company: The Pullman Palace Car Company furnishes its own cars.

No contract other than covered by tariffs made with connecting lines in the ordinary course of business, which have been properly filed with the Interstate Commission.

SECURITY FOR FUNDED DEBT.

The following mortgages were executed on January 3, 1888, and are liens in the order named upon the entire property, leasehold interest and equipment of the company.

General mortgage loan,	$100,000,000
First preference income mortgage loans,	24,000,000
Second preference income mortgage loan,	22,500,000
Third preference income mortgage loan,	Not limited.

These mortgages severally provide for the retirement of the funded debt.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers,	45	16,425	$213,599 76	$13 00
Other officers,	29	10,585	41,282 61	3 90
General office clerks,	585	183,105	408,450 48	2 23
Other employes:				
Station agents,	311	96,886	175,562 84	1 81
Other station men,	655	213,555	333,145 55	1 56
Enginemen,	730	227,867	710,944 68	3 12
Firemen,	738	231,344	460,375 32	1 99
Conductors,	653	203,575	500,791 32	2 46
Other trainmen,	2,135	665,153	1,223,880 72	1 84
Machinists,	571	109,811	316,256 61	2 88
Carpenters,	869	167,938	408,089 12	2 43
Other shopmen,	1,376	521,740	709,566 74	1 36
Section foreman,	212	66,044	138,692 08	2 10
Other trackmen,	1,431	449,624	566,526 24	1 26
Switchmen, flagmen, and watchmen,	860	269,730	361,438 32	1 34
Telegraph operators and dispatchers,	566	179,995	359,990 62	2 00
Employees—account floating equipment,	576	163,912	313,071 20	1 91
All other employees and laborers,	2,908	893,215	1,250,501 31	1 40
Total (including "general officers"),	15,250	4,670,504	$8,491,965 52	$1 82
Less "general officers,"	45	16,425	213,599 76	13 00
Total (excluding "general officers"),	15,205	4,654,079	$8,278,365 76	$1 78
Distribution of above:				
General administration,	700	224,292	$683,180 85	$3 05
Maintenance of way and structures,	2,391	825,557	1,131,013 19	1 37
Maintenance of equipment,	3,275	727,276	1,658,188 47	2 28
Conducting transportation,	8,884	2,893,379	5,019,583 01	1 70
Total (including "general officers"),	15,250	4,670,504	$8,491,965 52	$1 82
Less "general officers,"	45	16,425	213,599 76	13 00
Total (excluding "general officers"),	15,205	4,654,079	$8,278,365 76	$1 78

EXPLANATORY REMARKS.

Switching mileage actual where obtainable, and when not, are estimated at six miles an hour.

PASSENGER, FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue,	18,135,206			
Number of passengers carried one mile,	232,236,408			
Number of passengers carried one mile per mile of road	262,854			
Average distance carried,	12.81			
Total passenger revenue,		$4,024,305	50	
Average amount received from each passenger,			22	190
Average receipts per passenger per mile,			01	733
Total passenger earnings,		4,426,229	42	
Passenger earnings per mile of road,		5,009	77	
Passenger earnings per train mile,			89	246
Freight traffic:				
Number of tons carried of freight earning revenue,	20,585,342			
Number of tons carried one mile,	1,789,962,273			
Number of tons carried one mile per mile of road,	2,025,945			
Average distance haul of one ton,	86.95			
Total freight revenue,		16,168,100	83	
Average amount received for each ton of freight,			78	542
Average receipts per ton per mile,				903
Total freight earnings,		16,169,214	63	
Freight earnings per mile of road,		18,300	90	
Freight earnings per train mile,		1	84	773
Passenger and freight:				
Passenger and freight revenue,		20,192,406	33	
Passenger and freight revenue per mile of road,		22,854	50	
Passenger and freight earnings,		20 595,444	05	
Passenger and freight earnings per mile of road,		23,310	67	
Gross earnings from operation,		20,658,234	41	
Gross earnings from operation per mile of road,		23,381	74	
Gross earnings from operation per train mile,		1	57	240
Operating expenses,		11,703,815	40	
Operating expenses per mile of road,		13,246	80	
Operating expenses per train mile,			85	364
Income from operation,		8,954,419	01	
Income from operation per mile of road,		10,134	94	
Train mileage:				
Miles run by passenger trains,	4,959,562			
Miles run by freight trains,	8,750,866			
Total mileage trains earning revenue,	13,710,428			
Miles run by switching trains,	5,182,684			
Miles run by construction and other trains,	236 836			
Grand total train mileage,	19,129,948			

FREIGHT TRAFFIC MOVEMENT.

(Company's Material Included.)

COMMODITY.	Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	TOTAL FREIGHT TONNAGE. Whole tons.	Per cent.
Products of Agriculture:				
Grain,	160,523	201,344	361,867	1.76
Flour,	85,525	93,216	173,741	.85
Other mill products,	113,344	43,177	156,521	.76
Hay,	71,469	27,316	98,785	.48
Tobacco,	13,433	1,832	15,265	.07
Cotton,	.....	23,067	23,067	.11
Fruit and vegetables,	149,027	22,135	171,162	.83
Total,	588,321	412,087	1,000,408	4.86
Products of Animals:				
Live stock,	42,401	49,316	91,717	.44
Dressed meats,	.....	42,973	42,973	.21
Other packing-house products,	12,555	9,327	21,882	.11
Poultry, game and fish,	56,873	24,330	81,203	.39
Wool,	9,113	12,677	21,790	.11
Hides and leather,	13,797	18,321	32,118	.15
Total,	134,739	156,944	291,683	1.41
Products of Mines:				
Anthracite coal,	8,792,006	1,807,594	10,599,600	51.49
Bituminous coal,	.....	1,868,365	1,868,365	9.08
Coke,	.....	361,373	361,373	1.76
Ores,	337,110	277,197	614,307	2.98
Stone, sand and other like articles,	708,152	321,416	1,029,568	5.00
Total,	9,837,268	4,635,945	14,473,213	70.31
Products of forest:				
Lumber,	508,785	327,945	836,730	4.07
Total,	508,785	327,945	836,730	4.07
Manufactures;				
Petroleum and other oils,	4,583	97,416	101,999	.50
Sugar,	77,408	21,315	98,723	.48
Naval stores,	15,143	3,762	18,905	.09
Iron, pig and bloom,	465,758	72,621	538,379	2.62
Iron and steel rails,	65,231	21,215	86,446	.42
Other castings and machinery,	165,148	116,100	281,248	1.37
Bar and sheet metal,	313,070	48,316	361,386	1.76
Cement, brick and lime,	275,434	63,210	338,644	1.65
Agricultural implements,	12,165	13,717	25,882	.12
Wagons, carriages, tools, etc.,	25,018	41,215	66,233	.32
Wines, liquors and beers,	29,920	31,116	61,036	.29
Household goods and furniture,	11,952	17,300	29,252	.14
Total,	1,460,830	547,303	2,008,133	9.76
Merchandise,	557,383	621,422	1,178,805	5.72
Total,	557,383	621,422	1,178,805	5.72
Miscellaneous:				
Other commodities not mentioned above,	403,226	393,144	796,370	3.87
Total,	403,226	393,144	796,370	3.87
Grand total tonnage,	13,490,552	7,094,790	20,585,342	100

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Name.	Number.	Name.
Locomotives, owned and leased:						
Passenger,	*2	186	186	Westinghouse,	....	
Freight,	*5	496	185	do.	....	
Switching,	....	102	27	do.	....	
Total locomotives in service,	*7	784	398	.....	....	
Less locomotives leased,	*14	195	160	.....	....	
Total locomotives owned,	*7	589	238	.....	....	
Cars, owned and leased:						
In passenger service—						
First-class cars,	....	445	445	Westinghouse,	445	Miller.
Second-class cars,	*11	83	83	do	83	do.
Combination cars,	*7	125	125	do	125	do.
Baggage, express and postal cars,	*1	86	86	do	86	do.
Other cars in passenger service,	....	2	2	do.	2	do.
Total,	*19	741	741	.....	741	
In freight service—						
Box cars,	1,458	4,025	44	Westinghouse,	1,034	Van Doostan.
					972	Gould.
Flat cars,	*265	5 584	...	.....	1,269	Van Doostan.
					1,218	Gould.
Stock cars,	*8	278	5	Westinghouse,	47	Van Doostan.
					3	Gould.
Coal cars,	*1,034	18,823	....	.....	5,270	Van Doostan.
					4,982	Gould.
Refrigerator cars,	*6	61	2	Westinghouse,	....	
Other cars in freight service,	*1,662	190	...	.....	....	
Total,	*1,517	28,961	49	.....	14,795	
In Company's service—						
Gravel cars,	*41	135	...	.....	....	
Derrick cars,	....	30	15	Westinghouse,	....	
Caboose cars,	2	247	10	do.	82	Van Doostan.
					46	Gould.
Other cars in road service,	63	272	132	do.	4	Miller.
Total cars in service,	*1,512	30,286	947	.....	15,668	
Less cars leased,	*655	19,287	267	.....	15,036	
Total cars owned,	*857	11,099	680	.....	632	
Cars contributed to fast freight line service included in the above,	1	1,603	...	.....	900	Van Doostan.

* Decrease.

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Total Mileage Operated.	RAILS.	
	Main line.	Branches and Spurs.			Iron.	Steel.
Miles of single track.	98.40	228 60	556.52	883.52	145.40	738.12
Miles of second track, ...	98.40	69 80	222.80	391.00	1.00	390.00
Miles of yard track and sidings, . .	238.60	203.20	380.60	822.40	471.70	350.70
Total mileage operated (all tracks, ...	435.40	501.60	1,159.92	2,096.92	618.10	1,478.82

B. MILEAGE OF LINE OPERATED IN THIS AND OTHER STATES (SINGLE TRACK).

MILEAGE BY STATES.	LINE REPRESENTED BY CAPITAL STOCK.		Line Operated under Lease.	Total Mileage Operated.	RAILS.	
	Main line.	Branches and Spurs.			Iron.	Steel.
In State of Pennsylvania, ...	98.40	228.60	522.82	849 82	185.40	704.42
In State of New Jersey, ...	. . . . .	. . . . .	33.70	33.70	. . . . .	33.70
Total mileage operated (single track), ...	98.40	228.60	556.52	883.52	185 40	738.12

C. MILEAGE OF LINE OWNED IN THIS AND OTHER STATES (SINGLE TRACK).

MILEAGE BY STATES.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	RAILS.
	Main line.	Branches and Spurs.		Steel.
In State of Pennsylvania, ...	98.40	228.60	327.00	327.00

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel, ...	10,979.83	7 to 90	$27 00	White oak and chestnut, . .	553,051	$0 50

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL—TONS.		WOOD—CORDS.		Total fuel Consumed —Tons.	Miles Run	Average pounds Consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger						4,959,562	No data on which to base this division.
Freight						8,750,866	
Switching						5,182,684	
Construction						236,836	
Total	812,611	7,100		10,836	825.129	19,129,948	86.79
Average cost at distributing point	$1 43	$1 55		$1.70			

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	6	465			2	21	8	486
Falling from trains and engines	10	222		3	2	31	12	256
Overhead obstructions	2	18					2	18
Collisions	5	39				1	5	40
Derailments	1	16					1	16
Other train accidents	2	14					2	14
At highway crossings		1	3	10			3	10
At stations						1		2
Other causes	4	93	3	7	11	110	18	210
Total	30	868	6	20	15	164	51	1,052

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions		17				1		1
Derailments			1		1	1	2	1
At highway crossings			17	27	1	8	18	35
At stations		26		2				2
Other causes	2	41	115	117			115	117
Total	2	84	133	146	2	10	135	156

EXPLANATORY REMARKS.

Other train accidents: Trainmen killed, train parting, 2. Other causes: Trainmen killed, struck by car, 4. Switchmen, flagmen and watchmen killed: Struck by engine, 3. Other employes killed: Struck by engine, 9; struck by hammer, 1; squeezed between cars, 1. Passengers killed: Falling from train, 2. Trespassers killed: Falling from train, 36; falling from trestle, 2; struck by engine, 77. Trainmen injured: Bumpers mounting, 3; train parting, 11; struck by lumber, 6; struck by engine, 27; struck by cars, 14; struck by rails, 21; squeezed between cars, 10; falling from bridge, 6; explosion of oil, 2; explosion of gas, 7. Switchmen, flagmen and watchmen injured: Struck by engine 7. Other employes injured: Struck by engine, 15; struck by lumber, 26; struck by iron, 52; struck by stone, 3; falling from trestle, 2; falling from platform, 3; squeezed betwen cars, 5; explosion of gas, 4. Passengers injured: Falling from train, 39; falling from platform, 2. Trespassers injured: Struck by engine, 77; falling from train, 32; falling from trestle, 1; squeezed between cars, 7.

BRIDGES, TRESTLES, TUNNELS, ETC.

ITEM.	Number.	Aggregate length.	Minimum length.	Maximum length.
Bridges:		*Feet.*	*Feet.*	*Feet.*
Stone	212	10,684.80	4	687.9
Iron	274	25,628.11	6	2,595
Wooden	394	20,995.50	5	1,415
Total	880	57,308.41		
Trestles	205	32,940.10	12	2,790
Tunnels	10	12,798.30	176	3,403.70

ITEM.	Number.	Height of lowest above surface of rail.
		Feet.
Overhead highway crossings:		
Bridges	194	14.4
Total	194	
Overhead railway crossings:		
Bridges	36	14.7
Conduits	1	18
Trestles	3	14.2
Total	40	
Tunnels	10	14.5½

TELEGRAPH.

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
319.90	625.60	Philadelphia, Reading and Pottsville Telegraph Company.	Philadelphia, Reading and Pottsville Telegraph Company.

Gauge of track, 4 feet 8½ inches for 327 miles.

CAR MILEAGE.

Mileage is paid for all freight cars belonging to fast freight lines or stock car companies which pass over Philadelphia and Reading Railroad tracks in the ordinary course, but under no specific arrangement for their use, as contemplated in the above query.

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Date of organization: April 13, 1888.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
A. J. Antelo	Philadelphia	1st Monday in May, 1896.
John Lowber Welsh	Philadelphia	do. do.
Geo. F. Baer	Philadelphia	do. do.
Jos. F. Sinnott	Philadelphia	do. do.
Thos. McKean	Philadelphia	do. do.
Jas. Boyd	Norristown, Pa.	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Jos. S. Harris	Philadelphia.
Secretary.	W. R. Taylor,	do.
Treasurer.	W. A. Church,	do.
Comptroller.	D. Jones.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Philadelphia & Reading Terminal Railroad Company.	9th and Fairmount Ave., and Broad & Noble Sts.	12th and Market streets, Phila	Philadelphia & Reading Railroad Company.	1.32

Leased to the Philadelphia and Reading Railroad Company for 999 years, from May, 1891. Lessee pays all expenses of operating and in addition a minimum rental of $600,000 per annum, to be applied by the trustees to the payment of interest on bonds issued by the lessees for construction of the Philadelphia and Reading Terminal Company's Railroad and buildings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$10,461,361 16	Capital stock.	$8,500,000 00
Bonds owned.	691,131 75	Current liabilities.	2,460,708 98
Cash and current assets.	134,026 40	Real estate mortgages.	51,879 17
		Profit and loss.	273,931 16
Grand total.	$11,286,519 31	Grand total.	$11,286,519 31

PHILADELPHIA AND TRENTON RAILROAD COMPANY.

Date of organization: June 9, 1832.

By what authority incorporated: State of Pennsylvania, February 23, 1832; February 9, 1835; April 13, 1838, April 16, 1838; March 23, 1839; March 17, 1840; June 13, 1842; April 16, 1844; April 16, 1848; May 2, 1855; May 25, 1859; May 29, 1859; April 28, 1864; March 11, 1869.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. M. Dorrance.	Bristol, Pa.,	February 19, 1896.
G. B. Roberts.	Philadelphia,	do.
Alexander Biddle.	Philadelphia,	do.
N. P. Shortridge.	Wynnewood, Pa.,	do.
Alex. M. Fox.	Philadelphia,	do.
Henry D. Welsh.	Philadelphia,	do.
W. H. Wilson.	Philadelphia,	do.
H. H. Houston	Philadelphia.	do.
Frank Thompson.	Philadelphia,	do.
Amos R. Little.	Philadelphia,	do.
John P. Green.	Philadelphia,	do.
George Wood.	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 20, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary.	James R. McClure,	do.
Treasurer,	John M. Wood,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Philadelphia and Trenton Railroad Company.	Philadelphia, Pa.	Morrisville, Pa.	Pennsylvania Railroad Company.	26.50

Lease dated June 30, 1871, from the United New Jersey Railroad and Canal Company and the the Philadelphia and Trenton Railroad Company to the Pennsylvania Railroad Company for and during 999 years, at a yearly rental of ten dollars ($10.00) per share on the outstanding capital stock (not including 7,650 shares owned by the united companies). The lessee to maintain and operate the railroad and keep same in thorough repair and condition, paying all assessments, taxes, charges, transit duties and improvements whatever, that may be imposed or laid.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$3,974,348 88	Capital stock,	$1,259,100 00
Stocks owned,	151,455 56	Current liabilities,	2,116,670 88
Cash and current assets,	320 00	Profit and loss,	750,353 56
Grand total,	$4,126,124 44	Grand total,	$4,126,124 44

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY.

Date of organization: April 2, 1831.

By what authority incorporated: The Philadelphia, Wilmington and Baltimore Railroad Company is a corporation organized under the laws of the states of Pennsylvania, Delaware and Maryland.

If a consolidated company, name the constituent companies: The present Philadelphia, Wilmington and Baltimore Railroad Company is a consolidated company, formed by the merger under date of March 28, 1877, under authority of an act of Pennsylvania of May 16, 1861, and an act of Delaware of February 22, 1877, of the Philadelphia, Wilmington and Baltimore Railroad Company, New Castle and Frenchtown Turnpike and Railroad Company, chartered by act of the state of Delaware of February 7, 1829; New Castle and Wilmington Railroad Company, chartered by act of State of Delaware of February 9, 1839, and the Southwark Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company, which was a party to that consolidation was organized February 5, 1838, by the consolidation under authority of an act of Delaware, of February 4, 1833, and an act of Maryland of January 20, 1838, and an act of Pennsylvania of December 19, 1837, of the following companies: (1) The Philadelphia and Delaware County Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831; name changed to Philadelphia, Wilmington and Baltimore Railroad Company, by act of March 14, 1836. (2) The Wilmington and Susquehanna Railroad Company, chartered by act of the State of Delaware of January 18, 1832, into which the Delaware and Maryland Railroad Company, chartered by act of the State of Maryland of March 14, 1832, had been merged,

by authority of the act of Delaware of February 4, 1833, act of Delaware of July 24, 1835, an act of Maryland of March 14, 1836. (3) The Baltimore and Port Deposit Railroad Company, chartered by act of Maryland of March 5, 1832.

The following is a reference to the acts of incorporation and acts supplementary to or amendatory thereof, of each of the companies now constituting the Philadelphia, Wilmington and Baltimore Railroad Company.

Philadelphia, Wilmington and Baltimore Railroad Company—Acts of Pennsylvania of April 2, 1831 (P. L., page 353); March 14, 1836 (P. L., page 86); February 24, 1837 (P. L., page 20); March 7, 1837 (P. L., page 39); December 19, 1837 (P. L., page 1).

Wilmington and Susquehanna Railroad Company—Acts of Delaware of January 18, 1832 (Vol. 3, page 133); February 4, 1833 (Vol. 8, page 272); January 26, 1835 (Vol. 8, page 351); July 24, 1835 (Vol. 9, page 9); June 17, 1836 (Vol. 9, page 36); January 13, 1837 (Vol. 9, page 59).

Delaware and Maryland Railroad Company—Acts of Maryland of March 14, 1832, 1831 chapter 296; March 21, 1833, 1832, chapter 304; March 9, 1835, 1834, chapter 281; March 14, 1836, 1835, chapter 93; April 1, 1836, 1835, chapter 336; February 23, 1837, 1836, chapter 55.

Baltimore and Port Deposit Railroad Company—Acts of Maryland of March 5, 1832. 1831, chapter 288; March 21, 1833, 1832, chapter 304; January 30, 1834, 1833, chapter 78; April 2, 1836, 1835, chapter 327; March 9, 1837, 1836, chapter 136; January 17, 1838, 1837, chapter 4; January 20, 1838, 1837, chapter 30; March 22, 1838, 1837, chapter 270.

Philadelphia, Wilmington and Baltimore Railroad Company—Acts of Pennsylvania, subsequent to consolidation, February 27, 1838 (P. L., page 39); April 16, 1838 (P. L., page 462); March 16, 1839 (P. L., page 100); April 13, 1851 (P. L., page 707); March 29, 1855 (P. L., page 142); April 27, 1855 (P. L., page 549).

Acts of Delaware of January 28, 1839 (Vol. 9, page 205); February 12, 1839 (Vol. 9, page 241); February 14, 1839 Vol. 9, page 243); February 21, 1843 (Vol. 9, page 517); February 22, 1843 (Vol. 9, page 521); February 12, 1845 (Vol. 10, page 42); January 30, 1847 (Vol. 10, page 121); February 4, 1847 (Vol. 10, page 137); February 23, 1849 (Vol. 10, page 196); February 28, 1853 (Vol. 11, page 81); February 26, 1855 (Vol. 11, page 264); February 10, 1859 (Vol. 11, page 79); February 25, 1859 (Vol. 11, page 759); March 11, 1863 (Vol. 12, page 309); February 23, 1869 (Vol. 13, page 652); March 2, 1871 (Vol. 14, page 135); March 3, 1871 (Vol. 14, page 139); March 25, 1872 (Vol. 14, page 339); April 11, 1873 (Vol. 14, page 338); February 22, 1877 (Vol. 15, page 514); February 10, 1881 (Vol. 16, page 670); March 8, 1877 (Vol. 15, page 541); February 27, 1833 (Vol. 17, page 299); February 27, 1883 (Vol. 17, page 302); February 4, 1885 (Vol. 17, page 804).

Acts of Maryland of January 28, 1839, 1838, chapter 126; March 10, 1842, 1841, chapter 307; April 14, 1853, 1852, chapter 138; May 30, 1853, 1853, chapter 411; March 9, 1864, chapter 211; March 9, 1864, 1864, chapter 335; March 28, 1868, 1868 chapter 233.

Southwark Railroad Company—Acts of Pennsylvania of April 2, 1831 (P. L., page 360); April 14, 1835 (P. L., page 274); April 15, 1835 (P. L., page 341); April 5, 1849 (P. L., page 389); April 9, 1867 (P. L., page 984).

New Castle and Frenchtown Turnpike and Railroad Company—Acts of Delaware of February 7, 1829 (Vol. 7, page 313); February 7, 1829 (Vol. 7, page 319); January 26, 1831 (Vol. 8, page 57); February 9, 1832 (Vol. 8, page 175); January 22, 1833 (Vol. 8, page 207); February 16, 1841 (Vol. 9, page 376); February 21, 1843 (Vol. 9, page 515); February 24, 1847 (Vol. 10, page 206); February 7, 1849 (Vol. 10, page 287); February 23, 1849 (Vol. 10, page 354); February 7, 1852 (Vol. 10, page 652); March 4, 1857 (Vol. 11, page 521); March 19, 1863 (Vol. 12, page 339); March 2, 1867 (Vol. 13, page 218); March 24, 1875 (Vol. 15, page 177); February 23, 1877 (Vol. 15, page 514).

Acts of Maryland of 1809, chapter 64; March 14, 1828, 1827, chapter 207; March 14, 1829, 1828, chapter 198; February 9, 1830, 1829, chapter 64; February 7, 1842, 1841, chapter 265; February 28, 1850, 1849, chapter 249; March 10, 1856, 1856, chapter 249.

New Castle and Wilmington Railroad Company—Acts of Delaware of February 19, 1839 (Vol. 9, page 276); February 2, 1847 (Vol. 10, page 131); January 16, 1852 (Vol. 10, page 662); February 26, 1852 (Vol. 10, page 705); February 22, 1877 (Vol. 15, page 514).

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. B. Roberts	Broad Street Station, Philadelphia.	January 13, 1896.
Jacob Tomb	Port Deposit, Md.	do.
William Sellers	1600 Hamilton street, Philadelphia,	do.
Frank Thompson	Broad Street Station, Philadelphia,	do.
John P. Green	Broad Street Station, Philadelphia,	do.
Henry D. Welsh	Wissahickon Heights, Chestnut Hill,	do.
B. B. Comegys	Philadelphia National Bank, Phila.,	do.
Benjamin F. Newcomer	15-16 Spear's Wharf, Baltimore.	do.
Edward Lloyd	Tum's Mills, Talbot county, Md.,	do.
Skipwith Wilmer	207 N. Calvert street, Baltimore,	do.
E. T. Warner	Wilmington, Del.,	do.
German H. Hunt	Baltimore Trust and Guar. Co., Balto.,	do.
N. P. Shortridge	Wynnewood, Montgomery county, Pa.,	do.
Preston Lea	Wilmington, Del.,	do.
John Cassels	1907 F street, Washington, D. C.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.	
President,	George B. Roberts,	Broad Street Station,	Philadelphia.
Assistant to President,	Samuel Rea,	do.	do.
Vice President,	Frank Thompson,	do.	do.
Second Vice President,	John P. Green,	do.	do.
Third Vice President,	Chas. E. Pugh,	do.	do.
Secretary,	John C. Simms,	do.	do.
Assistant Secretary,	D. S. Newhall,	do.	do.
Treasurer,	Robt. W. Smith,	do.	do.
Assistant Treasurer,	P. Frank Hunter,	do.	do.
Chief of Motive Power,	Thomas N. Ely,	do.	do.
Chief Engineer,	Wm. H. Brown,	do.	do.
General Solicitor,	Jas. A. Logan,	do.	do.
Comptroller,	Robt. W. Downing,	do.	do.
Assistant Comptroller,	M. Riebenack,	do.	do.
General Manager,	S. M. Prevost,	do.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Philadelphia, Wilmington and Baltimore railroad.	Philadelphia, Pa.,	Baltimore, Md.,	94.89
Southwark branch,	Broad Street Station, Philadelphia.	Dock st., Philadelphia,	1.71
Shellport branch,	Edgemore, Del.,	Near Newport, Del.,	5.30
Brandywine branch,	Landlith, Del.,	Augustine Mill, Del.,	2.14
New Castle and Wilmington branch,	Delaware Junc., Del.,	Shellport Crossing, Del.,	.96
Newark and Delaware City branch,	Newark, Del.,	Delaware City, Del.,	11.79
Delaware railroad—Main line,	Shellport Crossing, Del.,	Delmar, Del.,	95.22
New Castle cut-off,	Junct Shellport branch,	New Castle, Del.,	5.51
Branch,	Townsend, Del.,	Masseys, Md.,	9.25
Branch,	Clayton, Del.,	Smyrna, Del.,	1.29
Branch,	Seaford, Del.,	Near Oak Grove, Del.,	5.73
Delaware and Chesapeak railway,	Clayton, Del.,	Oxford, Md.,	54.30
Cambridge and Seaford railroad,	Near Oak Grove, Del.,	Cambridge, Md.,	27.24
Delaware, Maryland and Virginia railroad.	Harrington, Del., / Georgetown, Del.,	Rehoboth, Del., / Franklin City, Va.,	97.53
Baltimore and Potomac railroad,	Baltimore, Md., / Bowie, Md.,	S. end Long Bridge, D.C. / Pope's Creek, Md.,	43.31 / 48.70
Branch,	Loudon Park, Baltim're,	Cla'mt stock yd's, Balt.,	1.20
Cantonville Short Line railroad,	Loudon Park, Baltim're,	Cantonville, Md.,	3.80
Washington Southern railway,	Junction Baltimore and Potomac railroad, S. end Long Bridge, D.C.	Quantico, Va., branch,	34.67
Philadelphia and Baltimore Central railroad.	West Philadelphia,	Octoraro Junction, Md.,	62.62
Branch,	Wawa, Pa.,	West Chester, Pa.,	9.43
Branch,	Brandywine Summit,	Karlin Works, Pa.,	1.63
Chester Creek railroad,	Lenni, Pa.,	Lamokin, Pa.,	6.69
South Chester railroad,	Chester, Pa.,	Crescent Oil Works br'h,	3.78
Philadelphia and Delaware County railroad.	Fernwood, Pa.,	Newtown Square,	9.93
Junction railroad,	Gray's Ferry,	Junct'n Penn'a railroad,	1.67
Pennsylvania railroad,	West Philadelphia,	Broad street,	1.00
Columbia and Port Deposit railroad,	Octorora Junction, Md.,	Perryville, Md.,	7.80
Union railroad,	In Baltimore, Md.,		3.70
Northern Central railroad,	In Baltimore, Md.,		.80
Total mileage operated,			653.59

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL
Cost of road,	$15,432,299 22	Capital stock,	$11,819,350 00
Stocks owned,	3,761,456 36	Funded debt,	5,730,000 00
Bonds owned,	400,492 68	Current liabilities,	2,133,436 89
Cash and current assets,	2,247,146 55	Real estate mortgages,	164,001 64
Materials and supplies,	275,555 78	Sinking fund,	584,000 00
Sinking fund,	620,000 00	Profit and loss,	2,307,287 80
Sundries,	1,125 74		
Grand total,	$22,738,076 33	Grand total,	$22,738,076 33

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company under contract

United States mails carried.

Sleeping cars furnished by Pullman's Palace Car Company, under contract Pennsylvania Railroad and Pullman Parlor and Dining Cars used.

Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the New York, Philadelphia and Norfolk Railroad, dated September 26, 1883.

Agreement between the Baltimore and Potomac Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, G. C. Wilkins, receiver; Alexandria and Washington Railroad Company, and the Alexandria and Washington Railroad Company, and the Washington, Ohio and Western Railroad Company, dated January 7, 1885.

Agreement with Western Union Telegraph Company.

PICKERING VALLEY RAILROAD COMPANY.

Date of organization: April 3, 1869.

By what authority incorporated: Pennsylvania, April 3, 1869.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Theo. Voorhees,	Philadelphia.	Jacob Beerbrower,	Uwchland, Pa.
Jno. Oberholzer,	Norristown, Pa.	A. M. F. Stileler,	Uwchland, Pa.
Sam'l Holman,	Chester Springs, Pa.	Levi B. Esler,	Phœnixville, Pa.
Francis Hallman,	Chester Springs, Pa.	Levi Oberholzer,	Phœnixville, Pa.
H. K. Brownback,	Downingtown, Pa	Horace Latshaw,	Anselma, Pa.
Morris Fussel,	Chester Springs, Pa	Jacob Emery,	Chester Springs, Pa
Daniel Keeley,	Uwchland, Pa.		

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	James Boyd,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Pickering Valley Railroad Company.	Phœnixville, Pa.	Byers, Pa.	Philadelphia and Reading Railroad.	11.30

Leased to the Philadelphia and Reading Railroad Company, for 29 years, from September 1, 1871. Lessee pays all expenses of operating and to this company as rental a sum equal to 30 per cent. of the gross receipts.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$481,399 08	Capital stock	$95,655 00
Cash and current assets	131 91	Funded debt	332,300 00
Profit and loss	546,606 93	Current liabilities	594,367 67
		Accrued interest on funded debt not yet payable	5,815 25
Grand total	$1,028,137 92	Grand total	$1,028,137 92

PINE CREEK RAILWAY COMPANY, FALL BROOK RAILWAY COMPANY, LESSEE.

Date of organization: July 1, 1892 (succeeding Corning, Cowanesque and Antrim Railway Company.

By what authority incorporated: Corning, Cowanesque and Antrim Railway Company, laws of New York, 1869, chapter 917; laws of Pennsylvania, approved May 16, 1861. Name changed to Fall Brook Railway Company, July 1, 1892. Order Supreme Court, special term June 21, 1892, at Watkins, Schuyler county, New York. Order court of common pleas of Tioga county, Pennsylvania, April term, 1892, No. 151.

If a consolidated company, name the constituent companies: Blossburg and Corning Railroad Company, Wellsboro and Lawrenceville Railroad Company, Cowanesque Valley Railroad Company, purchased and consolidated into Corning, Cowanesque and Antrim Railway Company, July 2, 1873.

Blossburg and Corning Railroad Company—Chapter 191, laws of New York, 1826, Tioga Coal, Iron, Mining and Manufacturing Company, was incorporated with power to construct slackwater navigation. That act amended by chapter 81, laws of 1833, authorized that company to construct a railroad, and chapter 90, laws of 1851, name of company changed to Corning and Blossburg Railroad Company. The road afterward sold sheriff sale, and reorganized March 19, 1854, under general railroad laws of New York, passed April 2, 1850, under name of Blossburg and Corning Railroad Company—wholly in the State of New York.

Wellsboro and Lawrenceville Railroad Company—Organized by act of legislature of Pennsylvania, approved April 4, 1867, supplement to same approved March 20, 1868, further supplement approved May 10, 1871—wholly in State of Pennsylvania.

Cowanesque Valley Railroad Company—Organized by act of legislature of Pennsylvania, approved April 9, 1869, supplement to same approved March 29, 1871—wholly in State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. J. Magee,	Watkins, N. Y.,	November 13, 1895.
John Lang,	Watkins, N. Y.,	do.
Daniel Beach,	Watkins, N. Y.,	do.
Henry Sherwood,	Wellsboro, Pa.,	do.
John Magee,	Watkins, N. Y.,	do.
Duncan S. Ellsworth,	Watkins, N. Y.,	do.
Jefferson Harrison,	Wellsboro, Pa.,	do.

*Fall Brook Railway Company, lessee and operators.

Date of last meeting of stockholders for election of directors: November 14, 1894.

Postoffice address of general office: Pine Creek Railway Company, Grand Central Station, New York city.

Postoffice address of operating company: Corning, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. J. Magee,	Corning, N. Y.
First Vice President,	John Lang,	do.
Second Vice President & Gen'l Counsel,	Daniel Beach,	do.
Secretary and Ass't to President,	John Magee,	do.
Treasurer,	John H. Lang,	do.
Chief Engineer,	S. T. Hayt, Jr.,	do.
Auditor,	William Nicholson,	do.
General Counsel,	Daniel Beach,	do.

PROPERTY OPERATED.

NAME	TERMINALS.		Total mileage of road.
	From—	To—	
Pine Creek Railway,	Stokesdale Junction, Pa.	Newberry Junction, (Williamsport), Pa.	74.80

COMPARATIVE GENERAL BALANCE SHEET.

Reported by Pine Creek Railway Company.

CONTRACTS, AGREEMENTS, ETC.

American Express Company pays 40 per cent. of receipts. Cars furnished and maintained by railway.

United States Government, mails, at $5,553.96 per annum

Blue, Red, White, Nickel Plate, West Shore, Hoosac Tunnel, Interstate Despatch, Merchants' Despatch, Southwest, Commercial Express lines. Merchants' Despatch furnish its owns cars at current rates mileage and commission on all freight secured for the road, others use cars furnished by roads over which they run and receive a prorate of a fixed through rate of freight.

Beech Creek Railroad Company trackage on twelve miles, south end.

Western Union Telegraph Company, use line for commercial business for one-half of receipts.

PINE CREEK RAILWAY COMPANY.

Date of organization: February 17, 1870.
By what authority incorporated: State of Pennsylvania, page 149, pamphlet laws.
Operated by the Corning, Cowanesque and Antrim Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt.	New York City, ...	January 13, 1896.
William K. Vanderbilt, ...	New York City, ...	do.
Chauncey M. Depew, ...	New York City, ...	do.
H. McK. Twombly, ...	New York City, ...	do.
George J. Magee, ...	Watkins, N. Y..	do.
Anton Hardt, ...	Wellsboro', Pa., ...	do.
M. E. Olmsted, ...	Harrisburg, Pa., ...	do.
William Howell, ...	Antrim, Pa., ...	do.
George F. Baer.	Reading, Pa..	do.
F. E. Herriman, ...	Philadelphia, ...	do.
W. D. Kelly, ...	Philadelphia, ...	do.
Jefferson Harrison.	Wellsboro', Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Wellsboro', Pa.
Postoffice address of operating company: Corning, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Henry Sherwood, ...	Wellsboro', Pa.
Vice President, ...	George J. Magee.	Corning, N. Y.
Secretary, ...	E. V. W. Rossiter, ...	Grand Central Station, N. Y.
Treasurer, ...		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATAD.	Miles of line.
	From—	To—		
Pine Creek Railway Company.	Stokesdale Junction, Pa.	Newberry Junction, Pa.	Corning, Cowanespue and Antrim Railway Company.	74.8

This road is operated by the Corning, Cowanesque and Antrim Railway Company, under contract of lease dated July 1, 1892, the lessee company paying 30 per cent. of the gross earnings as rental in full under said lease.
Lease to terminate on June 30, 1903.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$4,678,580 47	Capital stock, ...	$1,000 000 00
Cash and current assets.	3,361 59	Funded debt.	3,505,000 00
Profit and loss, ...	165,240 84	Current liabilities, ...	324,657 90
		Accrued interest on funded debt not yet payable, ...	17,525 00
Grand total, ...	$4,847,182 90	Grand total, ...	$4,847,182 90

PITTSBURGH AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization: September 21, 1871.

By what authority incorporated: Charter from State of Pennsylvania, and special acts dated February 21, 1872, and April 5, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James M Bailey,	Pittsburgh,	February, 1896.
L. S. McKallip,	Pittsburgh,	do.
F. B. Strunz,	Pittsburgh,	do.
P. F. Schuchman,	Pittsburgh,	do.
James R. Redman,	Allegheny City, Pa.,	do.
J. M. Conroy,	Pittsburgh,	do.
Chas. Zugsmith, Jr.,	Pittsburgh,	do.
Geo. G. Rabanser,	Pittsburgh,	do.
T. A. Noble,	Pittsburgh,	do.
Jacob Geib,	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: February 19, 1895.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Walter Chess.	Pittsburgh.
Vice President,	James M. Bailey.	do.
Secretary,	E. J. Reamer,	do.
Treasurer,		
Chief Engineer,	W. A. Edeburn,	do.
General Solicitor. Att'y or Counsel.	Thos. A. Noble.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pittsburgh and Castle Shannon Railroad Company.	Pittsburgh, Pa.,	Arlington, Pa.,	6.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$365,038 47	Capital stock,	$481.400 00
Cost of equipment,	33,276 53	Funded debt,	225,012 08
Other permanent investments,	3,100 00	Current liabilities,	62,459 89
Lands owned,	74,057 46		
Cash and current assets,	14,246 16		
Sundries,	36 20		
Profit and loss,	279,117 15		
Grand total,	$768,871 97	Grand total,	$768,871 97

CONTRACTS, AGREEMENTS, ETC.

Mails are carried outward and inward once daily, five pouches for $287.68 per annum.

PITTSBURGH, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY.

Date of organization: October, 1881.
By what authority incorporated: Act approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James McCrea,	Pittsburgh,	January, 1896.
John E. Davidson,	Pittsburgh,	do.
J. T. Brooks,	Pittsburgh,	do.
D. W. Caldwell,	Cleveland, Ohio,	do.
Jno. G. Robinson,	Pittsburgh,	do.
James M. Bailey,	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: January 28, 1895.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James H. Reed,	Pittsburgh.
Vice President,	John G. Robinson,	do.
Secretary,	R. T. Hill,	do.
Treasurer,	T. H. B. McKnight,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pittsburgh, Chartiers and Youghioheny Railway Company.	McKee's Rocks, Pa.,	Junction No. 1,	7.25
	Woodville Junction,	Beechmont,	4.17
	Painter's Run,	Branch,	2.75
	County Home,	Reading,	
	Branch,	Ohio River,	.62
	Branch,	P. and L. E. railroad freight yards.	.95
			15.74
	Trackage rights: Junction No. 1,	Woodville Junction,	1.40
Total mileage operated.			17.14

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,178,061 77	Capital stock,	$700,000 00
Cost of equipment,	221,316 35	Funded debt,	692,000 00
Cash and current assets,	17,817 86	Current liabilities,	8,304 54
Materials and supplies,	4,879 29	Accrued interest on funded debt not yet payable,	11,720 00
		Profit and loss,	10,050 73
Grand total,	$1,422,075 27	Grand total,	$1,422,075 27

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Postoffice Department for the transportation of mails from Woodville to Hickman, Pa., 3.81 miles, and from Woodville to Bradlin, Pa., 3.03 miles. The compensation for same being at rate of $292.40 per annum from November 13, 1893, to June 30, 1897.

This company pays the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company for use of 1.40 miles of track, a fixed annual rental of $2,973.60 and in addition pays the said company a proportional cost of all expenses of renewing, maintaining and perpetuating the track, based upon the proportion which car and engine mileage bears to the total car and engine mileage of both parties over said track.

PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

Date of consolidation: June 10, 1890.

By what authority incorporated: Incorporated under the laws of Pennsylvania, Ohio, Indiana and Illinois, as per copy of agreement of consolidation filed with report for nine months ending June 30, 1891.

If a consolidated company, name the constituent companies: This company is a consolidation, taking effect October 1, 1890, of the Pittsburgh, Cincinnati and St. Louis Railway Company, Chicago, St. Louis and Pittsburgh Railroad Company, the Cincinnati and Richmond Railroad Company and Jeffersonville, Madison and Indianapolis Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. Willard	Chicago, Ill.,	April, 1896.
Briggs S. Cunningham	Cincinnati, Ohio,	April, 1896.
William Stewart	Pittsburgh.	April, 1896.
J. T. Brooks	Pittsburgh.	April, 1897.
John E. Davidson	Pittsburgh.	April, 1897.
Henry H. Houston	Philadelphia.	April, 1897.
James McCrea	Pittsburgh.	April. 1898.
William H. Barnes	Philadelphia.	April, 1898.
Samuel S. Dennis	Newark, N. J.,	April. 1898.
G. B. Roberts	Philadelphia,	April, 1899.
Frank Thomson	Philadelphia,	April, 1899.
John P. Green	Philadelphia,	April, 1899.
Chas. E. Pugh	Philadelphia,	April, 1899.

Date of last meeting of stockholders for election of directors: April 10, 1894.

Postoffice address of general office: Penn avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Geo. B. Roberts.	Philadelphia.
First Vice President	James McCrea.	Pittsburgh.
Second Vice President	J. T. Brooks.	Pittsburgh.
Third Vice President	John E. Davidson,	Pittsburgh.
Secretary	S. B. Liggett.	Pittsburgh.
Treasurer	T. H. B. McKnight,	Pittsburgh.
Chief Engineer	M. J. Becker,	Pittsburgh
General Counsel	J. J. Brooks,	Pittsburgh.
Comptroller	John W. Renner,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road
Pittsburgh, Cincinnati, Chicago and St. Louis railway:			
Pittsburgh Division,	Birmingham (South Pittsburgh).	Columbus, O	189.42
Indianapolis Division,	Columbus, Ohio.	Indianapolis, Ind.,	187.11
Richmond Division,	Richmond Junct., Ind.	Anoka Junction, Ind.	102.25
	Rendcomb Junction, O.,	Hamilton Junction, O.,	24.50
	New River Junction, O.,	Indianapolis Division Junction, Ind.	39.81
Chicago Division,	Bradford Junction, O.,	Chicago, Ill.,	230.98
	Logansport, Ind.,	Effner, Ind.,	60.19
Louisville Division,	Indianapolis, Ind.,	Jeffersonville, Ind.,	108.40
Bridgeville and McDonald branch,	Bridgeville, Pa.,	Rend's Mines, Pa.,	7.81
	Cecil, Pa.,	Bishop, Pa.,	1.09
New Cumberland branch,	New Cumberland Junction, W. Va.	Kenilworth, W. Va.,	17.43
Cadiz branch,	Cadiz Junction, O.,	Cadiz, O.,	7.85
New Albany branch,	Jeffersonville, Ind	New Albany, Ind.,	4.54
Jeffersonville branch,	Junction of New Albany branch.	Junction with main line, Jeffersonville, Ind.	1.47
Madison branch,	Columbus, Ind.,	Madison, Ind.,	44.90
Cambridge branch,	Columbus, Ind.,	Cambridge City, Ind.,	63.04
Steubensville Extension,	Pittsburgh	Birmingham (South Pittsburgh).	1.23
Little Miami railroad,	Columbus, O.,	Cincinnati, O.,	119.35
	Xenia, O.,	Springfield, O.,	19.31
	Xenia, O.,	Indiana State Line,	53.34
Cincinnati Street Connection railroad,	Little Miami railroad,	P. C. C. & St. L. railroad,	2.49
Ohio Connecting railway,	Junction with P. C. C. and St. L. railway two miles west of Birmingham, Pa.	Junction with P. F. W. and C. railway, Verner Station, Pa.	2.75
Sheridan branch,	Junction with P. C. C. and St. L. railway two and one-half miles west of Birmingham.	Junction with main line Ohio Connecting railway.	.52
Chartiers railway,	Carnegie, Pa	Washington, Pa.,	22.78
Chartiers Connecting railway in Washington.	Terminus of Chartiers railway.	Terminus of W. and W. railroad.	.72
Pittsburgh, Wheeling and Kentucky railroad.	Wheeling Junction, W. Va.	Benwood, W. Va.,	28.04
Englewood Connecting railway, Fifty-ninth street, Chicago.	Junction with P. C. C. and St. L. railway.	Junction with P. F. W. and C. railway.	2.35
Union Depot Tracks, Columbus, O.,	Eastern end of depot yard.	High street.	.25
Union Railway, Indianapolis, Ind	Terminal tracks connecting main line with Union station.		1.01
Lake Erie and Western railroad,	Indianapolis, Ind	Ko Komo, Ind.,	54.23
Cincinnati, Hamilton and Dayton railroad.	Hamilton Junction, O.,	New River Junction, O.,	1.53
Louisville Bridge,	Jeffersonville, Ind.,	Louisville, Ky.,	2.45
Total mileage operated,			1,402.62

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$93,615,304 27	Capital stock,	$47,688,601 21
Cost of equipment,		Funded debt,	48,073,700 00
Stocks owned,	307,648 30	Current liabilities,	2,113,545 29
Bonds owned,	1,273,000 00	Deferred liabilities,	1,367,024 73
Other permanent investments,	245,638 70	Accrued interest on funded debt not yet payable,	557,884 71
Cash and current assets,	2,499,534 60	Accrued interest on car trust cars not yet payable,	45,886 67
Materials and supplies,	640,113 60	Profit and loss,	111,366 42
Sinking fund,	659,535 68		
Sundries,	119,399 18		
Betterments to leased roads,	391,834 70		
Car trust equipment,	205,700 00		
Grand total,	$99,957,709 03	Grand total,	$99,957,709 03

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 47½ per cent. of its gross receipts from general traffic, and 60 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by extent of actual service performed, based on weight of mails carried for thirty consecutive days during each quadrennial period. Additional compensation is allowed for special fast service and also for postal car service.

Sleeping, parlor or dining car companies: Pullman's Palace Car Company, furnishes its cars for use over the lines of this company, maintaining the same and collecting from passengers from twenty-five cents to $2.50 each for single seat or berth according to distance, in addition to railroad fare collected by this company. In case cars running between Pittsburgh, Pa., and Indianapolis, Ind., via Dayton, Ohio, fail to earn for the Pullman Company an average of $7,500 per car per annum, this company pays the Pullman Company, three cents per car per mile run by its cars, or so much thereof as may be necessary to increase the average gross earnings to $7,500 per car per annum. It also furnishes the dining cars run between Pittsburgh, Pa., and Indianapolis, Ind., for which this company pays a fixed rental and keeps the cars in repair; the Pullman Company operating them as agent of this company.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies: Rental is received and paid under contract with other companies.

Telegraph companies: The Western Union Telegraph Company is granted the privilege of use of this company's lines, paying a fixed rental therefor.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted. The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY.

Date of organization: June 11, 1846.

By what authority incorporated: State of Pennsylvania, acts April 3, 1837; April 18, 1843; April 19, 1843; April 3, 1846; April 10, 1846; April 17, 1846; March 15, 1847; March 15, 1847; March 27, 1848; March 20, 1849; April 12, 1853; March 31, 1853; April 18, 1853; April 21, 1853; March 3, 1854; April 6, 1854; April 19, 1854; April 26, 1854; March 2, 1855; March 21, 1855; April 3, 1856; April 11, 1856; January 28, 1857; April 11, 1863; April 14, 1863; August 19, 1864; April 17, 1866.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Orland Smith	Cincinnati, O.	1st Monday Dec. 1895.
Jno. K. Shaw	Baltimore, Md.	do.
Mendes Cohen	Baltimore, Md.	do.
Charles Donnelly	Pittsburgh, Pa.	do.
Findley H. Burns	Baltimore, Md.	do.
John D. Sculley	Pittsburgh, Pa.	do.
C. L. Fitzhugh	Allegheny, Pa.	do.
John W. Chalfant	Allegheny, Pa.	do.
Geo. A. Berry	Pittsburgh, Pa.	do.
William Metcalf	Pittsburgh Pa.	do.
W. J. Moorhead	Pittsburgh, Pa.	do.
W. H. Koontz	Somerset, Pa.	do.

Date of last meeting of stockholders for election of directors: December 3, 1894.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Orland Smith.	Cincinnati, O.
Secretary, Treasurer, Auditor,	J. B. Washington.	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Pittsburgh and Connellsville Railroad Company,	Pittsburgh, Pa..	Mt. Savage Junction. Md.	Baltimore and Ohio Railroad Company,	146.70
Hickman Run Branch, . . .	Hickman Run Junction, Pa.,	Cora Mines, Pa.,	Baltimore and Ohio Railroad Company.	2.10
Total mileage.	. . . . .	. . . . .	. . . . .	148.80

The Pittsburgh and Connellsville Railroad Company, was leased by the Baltimore and Ohio Railroad Company, for a period of fifty (50) years, from January 1, 1876, which lease is renewable at the option of the Baltimore and Ohio Railroad Company.

The lessee agree at all itmes during the term of the lease, to work, use, manage, operate, maintain and keep in public use, the Pittsburgh and Connellsville Railroad, with the appurtenances and to apply the receipts as follows:

To operating and keeping in repair said road and its property.

To pay interest on consolidated mortgage bonds.

If however during any year the receipts are not sufficient to meet the expenses, the deficit to be made up from receipts of subsequent years.

If the receipts exceed the expenses, the remainder is to be paid to the Pittsburgh and Connellsville Railroad Company, the lessor.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$15,256,227 06	Capital stock, ...	$1,956,091 05
Cost of equipment, ...	1,734,411 53	Funded debt.	20,648,224 00
Stocks owned, ...	1,052,239 63	Current liabilities, ...	6,392,820 97
Bonds owned.	1,750,300 00	Real estate mortgages, ...	60,000 00
Cash and current assets, ...	151,031 03		
Sinking fund, ...	626,044 00		
Sundries.	58,702 20		
Profit and loss.	8,428,180 57		
Grand total, ...	$29,057,136 02	Grand total, ...	$29,057,136 02

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Date of organization: February 26, 1862.

Under laws of what government or state organized: Pennsylvania, an act approved March 31, 1860, supplement February 3, 1869. Ohio, an act approved April 11, 1861, supplement April 4, 1863. Indiana, an act approved March 5, 1861, supplement May 5, 1869. Illinois, an act approved February 8, 1861, supplement March 22, 1869.

If a consolidated company, name the constituent companies: Ohio and Pennsylvania Railroad Company, chartered in Ohio, February 24, 1848; chartered in Pennsylvania, April 11, 1848. Ohio and Indiana Railroad Company, chartered in Ohio, March 20, 1850, chartered in Indiana, January 15, 1851. Fort Wayne and Chicago Railroad Company, chartered in Indiana September 22, 1852; chartered in Illinois, January 5, 1853.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Lanier,	New York city, N. Y.,	Annual election, 1896.
Harry Amy,	New York city, N. Y.,	Annual election, 1896.
W. M. C. Egleston,	New York city, N. Y.,	Annual election, 1896.
John S. Kennedy,	New York city, N. Y.,	Annual election, 1897.
George B. Roberts,	Philadelphia,	Annual election, 1899.
John N. Hutchinson,	Philadelphia,	Annual election, 1898.
Charles E. Speer,	Pittsburgh,	Annual election, 1897
James McCrea,	Pittsburgh,	Annual election, 1896.
John Sherman,	Mansfield, Ohio,	Annual election, 1899.
Learner B. Harrison,	Cincinnati, Ohio,	Annual election, 1899.
Henry C. Urner,	Cincinnati, Ohio,	Annual election, 1898.
Edward P. Williams,	Fort Wayne, Ind.,	Annual election, 1897.
Levi Z. Leiter,	Chicago, Ill ,	Annual election, 1898.

Date of last meeting of stockholders for election of directors: May 15, 1895.
Postoffice address of general office: Pittsburgh, Pa. (Lock Box 340).
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles Lanier,	17 Nassau street, N. Y.
Secretary, Treasurer,	John J. Haley,	Pittsburgh (L. B. 340).
General Solicitor, Att'y or Counsel,	Wheeler H. Peckham,	80 Broadway, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Pittsburgh, Fort Wayne and Chicago.	Pittsburgh, Pa.	Chicago, Ill.,	Pennsylvania Railroad,	469.89

Leased to the Pennsylvania Railroad Company for a term of 999 years from July 1, 1869, at a rental equal to interest on bonds. One hundred and four thousand per annum to sinking fund (being one per cent. of debt). Seven per cent. divided on stock and a sum sufficient to maintain the organization of the company.

The lessee to keep road in repair, pay taxes, expenses, etc.

Guaranteed special stock is issued to lessee company in payment for betterments made to the railway.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, Cost of equipment,	$50,171,828 07	Capital stock,	$38,597,685 71
		Funded debt,	12,410,000 00
Other permanent investments.	596,769 28	Current liabilities,	790,114 08
Cash and current assets,	797,687 05	Unsurrendered bonds,	1,100,000 00
Equipment trust payments,	468,724 84	Profit and loss,	9,166,985 02
Materials and supplies, transferred to lessee July 1, 1869.	8,929,775 57		
Pennsylvania Railroad Company bond paid under article of lease.	1,100,000 00		
Grand total,	$62,064,784 81	Grand total,	$62,064,784 81

IMPORTANT CHANGES DURING THE YEAR.

One million nine hundred and sixteen thousand and two hundred dollars guaranteed special stock issued to lessee company in payment for betterments.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY—PENNSYLVANIA COMPANY OPERATING.

For history of operating company see report of Pennsylvania Company.

History of Pittsburgh, Fort Wayne and Chicago Railway Company, should be reported by that company.

DIRECTORS.

See report of Pittsburgh, Fort Wayne and Chicago Railway Company for organization of Pittsburgh, Fort Wayne and Chicago Railway Company.

OFFICERS.

For list of officers of Pittsburgh, Fort Wayne and Chicago Railway Company see report of that company.

For list of officers of operating company see report of Pennsylvania Company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pittsburg, Fort Wayne and Chicago Railway.	Pittsburg, Pa.	Chicago, Ill.,	468 32
Cumming's Branch,	South Chicago, Ill..	Cummings, Ill.,	1.57
Total mileage operated,			469.89

COMPARATIVE GENERAL BALANCE SHEET.

Should be reported by Pittsburgh, Fort Wayne and Chicago Railway Company.

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 47½ per cent. of its gross receipts from general traffic, and 60 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for 30 consecutive days during each quadrennial period.

Sleeping, parlor or dining car companies: Pullman's Palace Car Company furnishes its cars for use over this road maintaining the same and collecting from passengers twenty-five cents to $2.50 each for single seat or berth, according to distance in addition to the regular railroad fare collected by this company. In case the cars running between Pittsburgh and Toledo fail to earn for the Pullman Company an average of $7,500 per car, per annum, this company pays the Pullman Company three cents per car, per mile run, or so much thereof as may be necessary to increase the gross earnings to $7,500 per car, per annum. Dining cars are also furnished to run between Pittsburgh and Chicago, for which this company pays a fixed rental, and keeps the cars in repair, the Pullman Company operating them as agent of this company.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which it operates in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies: Rentals are received and paid under contracts with other companies.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges and also receives a proportion of receipts and pays a proportion of the expenses of the telegraph line located on right of way of Pittsburgh, Fort Wayne and Chicago Railway.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted. The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

PITTSBURGH JUNCTION RAILROAD COMPANY.

Date of organization: August 6, 1881.

By what authority incorporated: A consolidated company formed by merger of two companies organized under act of April 4, 1868.

If a consolidated company, name the constituent companies: Pittsburgh Junction Railroad Company, consolidated with Pittsburgh Local Railroad Company, December 21, 1881. Latter company was incorporated September, 1880, formed in August, 1881.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John W. Chalfant,	Allegheny, Pa.,	Until next election.
Chas. H. Spang,	Allegheny, Pa.,	
H. W. Oliver,	Allegheny, Pa.,	
Jacob Painter, Jr.,	Pittsburgh,	
Reuben Miller,	Pittsburgh,	
Wm. Metcalf,	Pittsburgh,	
John B. Speer,	Pittsburgh,	
Alex. Bradley,	Pittsburgh,	
A. R. W. Painter,	Pittsburgh,	
C. L. Fitzhugh,	Pittsburgh,	
Chas. F. Moyer,	Baltimore, Md.,	
Wm. F. Frick,	Baltimore, Md.,	

Date of last meeting of stockholders for election of directors: October 15, 1894.

Postoffice address of general office: 401 Germania Bank Building, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Philadelphia.
Vice President,	C. L. Fitzhugh,	Pittsburgh.
Secretary,	James A. Smith,	Pittsburgh.
Treasurer,	Robert Wardrop,	Pittsburgh.
General Solicitor, Attorney or Counsel.	John McCleave,	Pittsburgh.
Auditor,	James A. Smith,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pittsburgh Junction railroad:			
Main Line,	Laughlin Junction, Pa.	Willow Grove Junction. Pittsburgh and Western Railway.	4.47
River branch,	Ninth to Sixteenth street and Twentieth to Forty-third street, Pittsburgh, along Allegheny river. Rail between Sixteenth and Twentieth streets, unlaid.		2.40
Total mileage operated,			6.87

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$3,523,524 69	Capital stock,	$1,940,000 00
Cost of equipment,	80,666 81	Funded debt,	1,690,000 00
Stocks owned,	200,000 00	Current liabilities,	222,208 49
Cash and current assets,	122,960 29	Real estate mortgages,	14,689 28
Materials and supplies,	10,494 97	Profit and loss,	70,748 99
Grand total,	$3,937,646 76	Grand total,	$3,937 646 76

IMPORTANT CHANGES DURING THE YEAR.

Of the authorized issue of $500,000 second mortgage bond, authorized May, 1894, $250,000 were issued and sold in the year ended June 30, 1895.

CONTRACTS, AGREEMENTS, ETC.

Agreement between Pittsburgh Junction Railroad Company, Baltimore and Ohio Railroad Company, and Pittsburgh and Western Railway Company, for interchange of traffic over Pittsburgh Junction Railroad, April 27, 1882.

PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

Date of organization: May 11, 1875.

By what authority incorporated: State of Pennsylvania, act of April 4, 1868, which is a supplementary act of February 19, 1849.

State of Ohio, section 3235 to 3668 of the code of Ohio, and is governed by provisions found from 3270 to 3378.

If a consolidated company, name the constituent companies: Pittsburgh and Lake Erie Railroad Company and Youngstown and Pittsburgh Railroad Company, chartered May 15, 1875, and April 25, 1877. Consolidated January 5, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York,	January 28, 1896.
W. K. Vanderbilt,	New York,	do.
F. W. Vanderbilt,	New York,	do.
H. M. K. Twombly,	New York,	do.
E. D. Worcester,	New York.	do.
D. W. Caldwell,	Cleveland,	do.
Henry Hice,	Beaver, Pa.,	do.
M. W. Watson,	Pittsburg,	do.
A. E. W. Painter,	Pittsburg,	do.
Jas. M. Bailey,	Pittsburg,	do.
J. H. Reed,	Pittsburg,	do.
J. F. Schoomaker,	Pittsburg,	do.
A. Leet Wilson,	Pittsburg,	do.

Date of last meeting of stockholders for election of directors: January 22, 1895.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	D. W. Caldwell,	Cleveland.
Vice President,	J. H. Reed,	Pittsburg.
Secretary,	John G. Robinson,	Pittsburg.
Treasurer,		
General Solicitor, Att'y or Counsel,	Knox & Reed,	Pittsburg.
Auditor,	C. H. Bronson,	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pittsburg and Lake Erie railroad,	Pittsburg.	Youngstown, O.	68.00
New Castle branch,	Junction, Pa.	New Castle, Pa.,	2.93
Lowellville branch,	Lowellville, O.,	Bentley, O.,	.38
Mahanoy State Line,	Bentley, O.,	Shaw Junction, Pa.,	3.15
Nittsburg, McKeesport and Youghiogheny railroad.	Pittsburg,	New Haven.	56.95
Monongahela division,	Reynoldton,	Bellevernon.	27.80
Elwell Run branch,	Whitsett,	Coal Mines.	5.01
Dickerson Run branch,	Dickerson Run.	Vandervilt.	4.47
Dawson, Broadford and Mt. Pleasant branch.			.62
Broadford branch,			.41
Tyrone branch.			.23
West Youghiogheny,			.19
Youghiogheny Northern railroad,	Broadford,	Summit,	1.92
Total mileage operated,			172.06

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$6,514,897 57	Capital stock,	$4,000,000 00
Cost of equipment,	2,718,707 49	Funded debt,	4,000,000 00
Stocks owned,	247,849 55	Current liabilities,	852,106 93
Bonds owned,	19,965 00	Real estate mortgages,	107,587 50
Other permanent investments,	6,003 09	Accrued interest on funded debt not yet payable,	25,000 00
Lands owned,	25,000 00	Profit and loss,	1,692,622 11
Cash and current assets,	952,942 81		
Materials and supplies,	191,951 03		
Grand total,	$10,677,316 54	Grand total,	$10,677,316 54

CONTRACTS, AGREEMENTS, ETC.

STATEMENT OF CONTRACTS OF THE PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

1. Agreement between the Atlantic and Great Western Railroad Company, the Pittsburgh and Lake Erie Railroad Company, and the Cleveland and Mahoning Valley Railroad Company, dated October 20, 1887, providing for a lease of a portion of the track of the Atlantic and Great Western and Cleveland and Mahoning Valley roads to the Pittsburgh and Lake Erie Railroad Company, said tracks being situate in and in the vicinity of Youngstown, Ohio, and providing also traffic arrangements between the companies.

2. Contract between the Pittsburgh and Lake Erie Railroad Company, the Youngstown and Pittsburgh Railroad Company, and the Lake Shore and Michigan Southern Railway Company, dated October 20, 1887, providing for traffic arrangements between the said railroad companies.

3. Articles of merger between the Youngstown and Pittsburgh Railroad Company, and the Pittsburgh and Lake Erie Railroad Company, dated January 5, 1878.

4. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, and William H. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny Railroad.

5. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittsburgh and Lake Erie Railroad Company, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny Railroad in the interests of the two said companies.

6. Agreement between the Pennsylvania Railroad Company and the Pittsburgh and Lake Erie Railroad Company, dated August 20, 1886, relating to traffic to and from the Connellsville coke region, and for switching by the Pennsylvania Railroad Company of the Pittsburgh and Lake Erie Railroad Company, in said region.

7. Agreement between the Pittsburgh and Lake Erie and the Pittsburgh, Chartiers and Youghiogheny Railroad companies, dated July 14, 1882, relating to track connections and trains between said companies.

8. Agreement between the Pittsburgh and Lake Erie and the Pittsburgh, Chartiers and Youghiogheny Railroad companies, dated September 4, 1883, relating to the joint operations of connecting tracks.

9. Agreement between the Pittsburgh and Lake Erie and the Montour Railroad companies, dated January 8, 1887, relating to track connections, and containing a license to the Montour Railroad Company, to run certain trains over the tracks of the Pittsburgh and Lake Erie Railroad Company, to tipple erected on the Ohio river for the purpose of shipping coal.

10. Agreement between the Pittsburgh and Lake Erie and the Monongahela Connecting Railroad Companies, relating to traffic arrangements between the said companies, and the rates to be charged by the Monongahela Connecting Railroad Company, for the purpose of transportation of cars over a portion of their line.

11. Agreement between the New York, Lake Erie and Western and the Pittsburgh and Lake Erie Railroad Companies, dated April 18, 1889, relating to joint traffic arrangements at New Castle, Pa.

12. Agreement dated October 7, 1890, between the Pittsburgh and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

13. Agreement dated January 25, 1892, between the Pittsburgh, Cincinnati, Chicago and St. Chartiers and Youghiogheny Railroad Company, and the Pittsburgh, Virginia and Charleston Railroad Company, relating to the purchase for joint account and equal division between themselves of the entire capital stock of the Pittsburgh, Chartiers and Youghiogheny Railway Company, by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, and the Pittsburgh and Lake Erie Railroad Company.

14. Agreement dated May 26, 1892, between the Pittsburgh and Lake Erie Railroad Company, the Beaver and Ellwood Railroad Company, and the Ellwood Connecting Railroad Company, relating to the construction and operation of the Ellwood Connecting Railroad.

American Express Company, $45.00 per day.

United States Government Postoffice Department fixes a rate per mile per annum, regulated by weight and paid quarterly for carrying mail.

Wagner Palace Car Company and Pullman Palace Car Company.

May 1, 1884, Western Union Telegraph Company to furnish poles, wires, insulators, etc. The railroad company to set poles and collect charges for telegraph company on commercial business.

PITTSBURGH, MARION AND CHICAGO RAILWAY COMPANY.

Date of organization: February 13, 1886.

By what authority incorporated: General laws of Pennsylvania and Ohio.

If a consolidated company, name the constituent companies: The Wampum State Line Railroad organized under general laws of Pennsylvania, January 26, 1886, and the Pittsburgh, Marion and Chicago Railway Company, organized under general laws of Ohio, November 30, 1885.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. S. Gurnee,	New York,	Second Monday in January,	1896.
A. C. Gurnee,	New York,	do.	do.
Chas. Seidler,	New York,	do.	do.
G. L. Day,	New York,	do.	do.
F. W. Lockwood,	New York,	do.	do.
H. M. Curtis,	New York,	do.	do.
F. H. Colman,	Pittsburgh,	do.	do.
J. E. Umbstaelter,	Pittsburgh,	do.	do.
I. F. Mansfield,	Beaver, Pa.,	do.	do.
O. W. Bray,	Lisbon, O.,	do.	do.
N. B. Billingsley,	Lisbon, O.,	do.	do.
R. W. Tayler,	Lisbon, O.,	do.	do.
C. H. Smith,	Lisbon, O.,	do.	do.

Date of last meeting of stockholders for election of directors: Second Monday in January, 1895.

Postoffice address of general office: Lisbon, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	C. H. Smith,	Lisbon, O.
President,	F. W. Lockwood,	81 New street, N. Y.
Secretary,	N. B. Billingsley,	New Lisbon, O.
Treasurer,	H. M. Curtis,	127 Beaver St., N. Y.
General Solicitor, Att'y or Counsel,	R. W. Tayler,	Lisbon, O.
Auditor,	K. E. Baringer,	Lisbon, O.
General Manager,	C. H. Smith,	Lisbon, O.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
The Pittsburg, Marion and Chicago Railway Company.	New Galilee, Pa.,	New Lisbon, O.,	25
The Pittsburg, Marion and Chicago Railway Company.	Cannelton Junction, Pa.	Cannel Mills, Pa.,	3
Total milage operated,			28

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, $1,459,457 70		Capital stock, $500,000 00	
Cost of equipment, 37,203 53		Funded debt, 896,000 00	
	$1,496,662 23	Current liabilities, 80,022 74	
Cash and current assets,	17,469 73		$1,476,022 74
		Profit and loss,	38,109 22
Grand total,	$1,514,131 96	Grand total,	$1,514,131 96

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Rates, ten to fifteen cents per hundred weight.

United States Mail: Usual terms.

Western Union Telegraph Company own line jointly with this company, the former receiving all revenue.

PITTSBURGH, McKEESPORT AND YOUGHIOGHENY RAILROAD COMPANY.

Date of organization: August 4, 1881.

By what authority incorporated: Pennsylvania, act of April 4, 1868, which is a supplementary act of February 19, 1849.

If a consolidated company, name the constituent companies: Pittsburgh, McKeesport and Youghiogheny and McKeesport and Belle Vernon.

Operated by the Pittsburgh and Lake Erie Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt,	New York,	January 28, 1896.
W. K. Vanderbilt,	New York,	do.
H. McK. Twombly,	New York,	do.
James Tillinghast,	Buffalo,	do.
D. W. Caldwell,	Cleveland, O.,	do.
James M. Bailey,	Pittsburgh,	do.
J. M. Schoonmaker,	Pittsburgh,	do.
M. W. Watson,	Pittsburgh,	do.
Henry Hice,	Beaver, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 22, 1895.

Postoffice address of general office: Pittsburgh.

Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Reed,	Pittsburgh.
Vice President,	H. McK. Twombly,	New York.
Secretary, Treasurer,	John G. Rohlnson,	Pittsburgh.
Auditor,	C. H. Bronson,	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.		Miles of line.
Pittsburgh, McKeesport and Youghiogheny Railroad.	Pittsburgh,	New Haven,	Pittsburg & Lake Erie R. R		56.95
Monongahela Division,	Reynoldton,	Belle Vernon,	do.	do.	27.80
Elwell Run Branch,	Whitsett,	Coal Mine,	do.	do.	5.01
Dickerson Run Branch,	Dickerson Run,	Vanderbilt,	do.	do.	4.47
Dawson, Broad and Mt. Pleasant Branch.			do.	do.	.62
Broadford Branch,			do.	do.	.41
Tyrone Branch,			do.	do.	.23
West Youghiogheny Br'ch,			do.	do.	.19
Youghiogheny Northern,			do.	do.	1.92
Total mileage,					97.60

Leased January 1, 1884, for 999 years, from August 3, 1884, by the Pittsburgh and Lake Erie Railroad Company, that company and the Lake Shore and Michigan Southern Railway Company guaranteeing six per cent. interest on bonds and six per cent. dividends on stock.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$7,326,603 21	Capital stock,	$3,959,650 00
Cost of equipment,	383,046 79	Funded debt,	3,750,000 00
Grand total,	$7,709,650 00	Grand total,	$7,709,650 00

CONTRACTS, AGREEMENTS, ETC.

American Express Company.

United States Government Postoffice Department based on a rate per mile, regulated by weight and paid quarterly for carrying mail.

Western Union Telegraph Company: Contract made May 1, 1884. Telegraph company to furnish poles, wires and insulators, etc., and railroad company to set poles and collect charges on commercial messages.

Agreement made July 8, 1884, between the Lake Shore and Michigan Southern, and the Pittsburgh and Lake Erie, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies, and William H. Vanderbilt, providing for an increase of the bonds and stocks of the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Agreement between the Baltimore and Ohio, the Pittsburgh and Connellsville and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies, providing for a crossing and for a lease of a branch line by the Pittsburgh and Connellsville Railroad Company to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Lease of the West Youghiogheny branch of the Pittsburgh and Connellsville Railroad to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, dated October 6, 1882, to which as parties are the Baltimore and Ohio, and the Pittsburgh and Connellsville, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies.

Agreement dated August 10, 1882, between the Youghiogheny Northern Railroad Company and the H. C. Frick Coke Company and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, providing for the lease of the Youghiogheny Northern Railroad line to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Lease of the Pittsburgh, McKeesport and Youghiogheny Railroad to the Pittsburgh and Lake Erie Railroad Company, dated January 1, 1884.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie Railroad Companies, and the Pittsburgh, McKeesport and Youghiogheny Railroad Company and William H. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny Railroad.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie Railroad Companies, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny Railroad in the interest of the two said companies.

Agreement dated October 7, 1890, between the Pittsburgh and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittshurgh, McKeesport and Youghiogheny Railroad Company.

Western Union Telegraph Company.

PITTSBURGH AND MOON RUN RAILROAD COMPANY.

Date of organization: February 10, 1891.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. H. Sanford,	Carnegie, Pa.,	January 17, 1896
R. E. Doolittle,	Moon Run, Pa.,	do.
J. S. Casement,	Plainesville, Ohio,	do.
A. M. Wilcox,	Plainesville, Ohio,	do.
C. E. Doolittle,	Hamilton, Ontario,	do.

Date of last meeting of stockholders for election of directors: January 17, 1895.
Postoffice address of general office: Moon Run, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	P. M. Hitchcock,	Cleveland, Ohio
Vice President,	N. F. Sanford,	Carnegie, Pa
Secretary,	C. W. Hitchcock,	Moon Run, Pa
Treasurer,		
General Manager,	N. F. Sanford,	Moon Run, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pittsburgh and Moon Run Railroad.	Groveton, Pa.,	Moon Run, Pa.,	5

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$168,557 07	Capital stock,	$100,000 00
Cost of equipment,	11,900 00	Funded debt,	100,000 00
Profit and loss,	41,428 97	Current liabilities,	21,886 04
Grand total,	$221,886 04	Grand total,	$221,886 04

PITTSBURGH AND NORTHERN RAILROAD COMPANY.

Date of organization: May, 1881.
By what authority incorporated: General railroad law.
If a consolidated company, name the constituent companies: Pittsburgh and Northern Railroad, lessee of Evergreen Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Solon Humphreys,	New York city,	January 13, 1896.
W. H. Singer,	Allegheny, Pa.,	do.
J. V. Patton,	Pittsburgh,	do.
J. B. Washington,	Pittsburgh,	do.
J. L. Kirk,	Allegheny, Pa.,	do.
W. H. Duffell,	Pittsburgh,	do.
J. J. Saint,	Pittsburgh,	do.
T. J. Crump,	Allegheny, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Allegheny, Pa.
Postoffice address of operating company: Allegheny, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry W. Oliver,	Allegheny, Pa.
Secretary, Treasurer,	T. J. Crump,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pittsburg and Northern Railroad and Evergreen Railway.	Bennett, Pa.,	Brookfield, Pa.,	3.30

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Evergreen.	Bennett, Pa.,	Evergreen, Pa ,	Pittsburgh and Northern.	3.00

The Pittsburgh and Northern Railroad and Evergreen Railway extends from Bennett to Brookfield, both in Allegheny county, is a suburban road and has no traffic arrangements with any other company, nor track connections with any other road.

The business is exclusively local and stock is owned by the Pittsburgh and Western Railway Company and it is under the management of that company.

This report includes the Evergreen Railway, which is operated as a portion of the Pittsburgh and Northern Railroad.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$150.000 00	Capital stock.	$150.000 00
Profit and loss,	56,374 49	Current liabilities,	56.374 49
Grand total,	$206,374 49	Grand total,	$206,374 49

PITTSBURGH, SHENANGO AND LAKE ERIE RAILROAD COMPANY.

Date of organization: The Pittsburgh, Shenango and Lake Erie Railroad Company (the fifth of the same name), was formed under agreement dated March 27, 1893, filed in Pennsylvania, April 28, and in Ohio, May 18, consolidating the Pittsburgh, Shenango and Lake Erie Railroad Company (4), the Conneaut Terminal Railroad Company and the Erie Terminal Railroad Com-

pany under the following acts of Assembly of Pennsylvania: Act approved March 24, 1865, P. L., page 49, and act approved April 26, 1870, P. L., page 1274, and under authority of sections 3379 to 3392, both inclusive, of the revised statutes of the State of Ohio.

The Pittsburgh, Shenango and Lake Erie Railroad Company (4), was formed under agreement dated August 27, 1890, filed in Pennsylvania and Ohio in October, 1890, consolidating the Pittsburgh, Shenango and Lake Erie Railroad Company, (3) and the Pittsburgh, Butler and Shenango Railroad Company under authority of the statutes of Pennsylvania and Ohio, above recited.

The Pittsburgh, Shenango and Lake Erie Railroad Company (3), was formed June 9, 1888, by the consolidation of the Pittsburgh, Shenango and Lake Erie Railroad Company (2), and the North Eastern Ohio Railroad Company, under authority of the statutes of Pennsylvania and Ohio, above recited.

The Pittsburgh, Shenango and Lake Erie Railroad Company (2), was organized June 8, 1888, by the consolidation of the Pittsburgh, Shenango and Lake Erie Railroad Company (1) and the Erie, Shenango and Pittsburgh Railway Company, under authority of the said acts of Assembly of Pennsylvania, approved March 24, 1865.

The Pittsburgh, Shenango and Lake Erie Railroad Company (1) was organized on February 23, 1888, by a reorganization of the Shenango and Allegheny Railroad Company under act of Assembly approved May 25, 1878, after judicial sale under decree of the circuit court of the United States for the Western district of Pennsylvania.

The Conneaut Terminal Railroad Company, one of the constituent companies, was organized November 18, 1892, under sections 3235 to 3238, both inclusive, of the revised statutes of the State of Ohio.

The Erie Terminal Railroad Company, one of the constituent companies, was organized May 18, 1891, under the act of Assembly of Pennsylvania, approved April 4, 1868, P. L., page 62.

The Pittsburgh, Butler and Shenango Railroad Company was organized in February, 1889, under said act of Assembly of Pennsylvania, approved May 25, 1878, by a reorganization of the West Penn and Shenango Connecting Railroad Company after a judicial sale under decree of the court of common pleas of Mercer county, Pennsylvania.

The West Penn and Shenango Connecting Railroad Company (formerly called the Connequenessing Valley Railroad Company), was organied May 3, 1881, under said act of Assembly of Pennsylvania, approved April 4, 1868.

The North Eastern Ohio Railroad Company was organized under the general railroad law of Ohio on February 16, 1888.

The Erie, Shenango and Pittsburgh Railway Company was formed by the reorganization of the Ohio River and Lake Erie Railroad Company under said act of Assembly of Pennsylvania, approved May 25, 1878.

The Ohio River and Lake Erie Railroad Company was organized under said act of Assembly of Pennsylvania, approved April 4, 1868.

The Shenango and Allegheny Railroad Company, formerly the Bear Creek Railroad Company (name changed by the Legislature approved April 9, 1867), was organized under act of Assembly of Pennsylvania, approved March 20, 1865, pages 429 and 430, and its supplements, as follows: (1) Approved April 9, 1867, P. L., 1867, pages 984 and 985; (2) Approved April 14, 1870, P. L., 1871, page 1516; (3) Approved May 15, 1871, P. L., 1871, pages 871 and 872; (4) Approved March 7, 1872, P. L., 1873, page 1012.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Samuel R. Dick	Meadville, Pa.	First Tuesday in April, 1896.	
Arthur C Huidekoper,	Meadville, Pa.,	do.	do.
John Dick,	Meadville, Pa.,	do.	do.
John E. Reynolds,	Meadville, Pa.,	do.	do.
Wm. S. Rose	Meadville, Pa.,	do.	do,
Thos. H. Wells	Youngstown, O.,	do.	do
Allen M Cox	Conneaut, O	do.	do.
W. C. Culbertson,	Girard, Pa.,	do.	do.
C. M. Reed	Erie,	do.	do.
Dumont Clarke	New York,	do.	do.
Schuyler Quackenbush,	New York.	do.	do.

Date of last meeting of stockholders for election of directors: April 2, 1895.
Postoffice address of general office: Meadville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel B. Dick	Meadville, Pa.
Vice President	A. C. Huidekoper	Meadville, Pa.
Secretary	D. Hunt, Jr.	Meadville, Pa.
Treasurer	Daniel Muon	Meadville, Pa.
Chief Engineer	Geo. W. Sykes	Greenville, Pa.
Counsel	Edwin S. Templeton	Greenville, Pa.
Auditor	D. Hunt, Jr	Meadville, Pa.
General Manager	James T. Blair	Greenville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main line	Butler, Pa.	Wallace Junction, Pa.	106.70
Hilliard branch	Branchton, Pa.	Hilliard, Pa.	10.30
Coaltown branch	Coaltown Junction, Pa.	Coaltown, Pa.	2.40
Bull Valley branch	Near Roy, Pa.	Argentine, Pa.	3 20
South branch	Branchton, Pa.	Gomersol & Chisholm.	6 10
Reed branch	Reed, Pa.	Coal Mines, Pa.	2 20
Enterprise branch	Reed, Pa.	Coal Mines, Pa.	1.50
Mercer branch	Mercer Junction, Pa.	Mercer, Pa	.80
Filer branch	Filer, Pa.	Coal Mines, Pa.	1.70
Mount Rock branch	Mount Rock	Stone Quarry	1.00
Conneaut branch	Cranesville, Pa.	Conneaut Harbor, O.	14.40
Erie branch	Cascade, Pa.	Erie, Pa.	2 16
Total main line and branches			148.96
Meadville, Conneaut Lake and Linesville Railroad leased.			
Mainline	Meadville, Pa	Linesville, Pa.	20 50
Exposition branch	Lyness Junction, Pa.	Exposition, Pa.	1.20
Vallonca branch	Meadville, Pa.	Race Track	1.05
Trackage rights.			
New York, Chicago and St. Louis Railroad	Wallace Junction, Pa.	Cascade, Pa.	12.40
Pittsburg and Western Railway	C. & W. Junction, Pa.	Butler, Pa.	.50
Total mileage operated			187.11

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of roads	$8,611,570 55	Capital stock	$4,800,000 00
Cost of equipment	1,033,994 50	Funded debt	4,177,585 08
Stocks owned	50,000 00	Current liabilities	1,045,511 63
Bonds owned	39,800 00	Accrued interest on funded debt not yet payable	37,500 00
Cash and current assets	312,700 20	Profit and loss	1,167 38
Materials and supplies	13,698 84		
Grand total	$10,061,764 09	Grand total	$10,061,764 09

CONTRACTS, AGREEMENTS, ETC.

The Wells, Fargo and Company Express has charge of the express business for which it pays this company forty per cent. of its gross earnings from the transportation of express matter over this road, guaranteeing that the percentage "shall at least equal the sum of $10,000.00 per annum."

The United States mails are carried between Butler and Erie, Linesville and Meadville, Branchtown and Hilliard. The annual compensation for carrying same is fixed for four years by the weighing of mails for thirty days in advance or about the close of each previous quadrennial period.

The sleeping, parlor or dining room cars are run regularly on this road, and no arrangements have yet been made for same.

In April, 1892, this company became a member of the Nickle Plate Line, Lackawanna Line and Traders' Despatch (Fast Freight Line), which have since operated on the line of this road.

Under an agreement taking effect June 15, 1891, this company has been running passenger trains on the main line of the New York, Chicago and St. Louis Railroad between Wallace Junction and Cascade, Pa. (twelve and four-tenth miles), for which this company pays that company a percentage of the revenue derived from passenger business to and from Erie, Pa. Since May 29, 1893, this company has also been running freight trains over the New York, Chicago and St. Louis Railroad between Wallace Junction and Cascade, paying that company for each loaded car.

M., C., L. & L. R. R. leased by this company for 99 years from June, 1891, for twenty-five per cent. of gross earnings.

On January 8, 1895, this company entered into an agreement with the United States and Ontario Steam Navigation Company for interchange of traffic and authorizing through billing.

The Western Union Telegraph Company has charge of the commercial telegraph business on the line of this road.

PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

Date of organization: October 14, 1868.

Under laws of what government or state organized: Pennsylvania, act of incorporation April 8, 1867. Supplements March 31, 1868; April 2, 1869, February 4, 1870; April 6 and 16, 1870; March 3, 1870; May 9, 1871; February 7, 1893.

If a consolidated company, name the constituent companies: Consolidated with the Brownsville Railway Company. The Brownsville Railroad Company was chartered October 6, 1875.

Consolidated with Pittsburgh and Whitehill Railroad Company. Pittsburgh and Whitehill Railroad Company was chartered November 9, 1882.

Consolidated with the McKeesport and Bessemer Railroad Company, the Brownsville and State Line Railroad Company and the Monongahela River and Streets Run Railroad Company November 1, 1894.

The McKeesport and Bessemer Railroad Company, articles of association filed October 29, 1888; Brownsville and State Line Railroad Company, articles of association filed February 16, 1893; Monongahela and Streets Run Railroad Company, letters patent issued January 2, 1892.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
G. B. Roberts,	Philadelphia,	First Tuesday in May,	1896.
W. H. Barnes,	Philadelphia,	do.	do.
John P. Green,	Philadelphia,	do.	do
Wm L. Elkins,	Philadelphia,	do.	do.
W. J. Howard,	Philadelphia,	do.	do.
Henry D. Welsh,	Philadelphia.	do.	do.
Wm A. Patton,	Philadelphia,	do.	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.	do
A. P. Byers,	Pittsburgh,	do.	do.
Chas. E Speer,	Pittsburgh,	do.	do.
Chas. L. Taylor,	Pittsburgh,	do.	do.
Geo. V. Lawrence,	Monongahela City, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: May 7, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	F. W. Schwarz,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Pittsburgh, Virginia and Charleston railway.	Pittsburgh, Pa.	West Brownsville.	Pennsylvania Railroad Company.	53.19
Branches,				24.14
Total mileage,				77 33

Leased to the Pennsylvania Railroad Company for fifty years from April 1, 1882. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$7,229,832 18	Capital stock,	$3,432,500 00
Cash and current assets,	103,670 80	Funded debt,	3,431,000 00
		Current liabilities	3,298 00
		Real estate mortgages,	111,500 00
		Dividend scrip,	2,931 00
		Profit and loss,	352,273 98
Grand total,	$7,333,502 98	Grand total,	$7,333,502 98

IMPORTANT CHANGES DURING THE YEAR.

Consolidated November 1, 1894, with McKeesport and Bessemer Railroad Company, Brownsville and State Line Railroad Company, Monongahela River and Streets Run Railroad Company.

Capital stock issued, $1,407,500; new bonds issued, $3,431,000; old bonds retired, $3,000,000; debenture certificate redeemed, $1,050,000.

PITTSBURGH AND WESTERN RAILWAY COMPANY.

Date of organization: June 28, 1887.

By what authority incorporated: Pennsylvania statutes, act April 4, 1868, P. L. 62; act March 24, 1865, P. L. 49; act May 25, 1878, P. L. 145.

Ohio statutes, sections 3280, 3281, 3282, 3284; revised statutes of Ohio, sections 3426 a, 3426 b; revised statutes Ohio laws, volume 77, page 60.

If a reconstructed company, give name of the original corporation and refer to laws under which it organized: Pittsburgh and Western Railway Company, organized under act of April 4, 1868, P. L. 62, and foreclosed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Orland Smith,	Baltimore, Md.,	October 31, 1895.
James Sloan, Jr.,	Baltimore, Md.,	do.
E. R. Bacon,	N. Y. city, N. Y.,	do.
Johns McCleave,	Pittsburgh,	do.
Henry W. Oliver,	Allegheny, Pa.,	do.
John W. Chalfont,	Allegheny, Pa.,	do.
C. L. Fitzhugh,	Allegheny, Pa.,	do.
A. M. Byers,	Allegheny, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Postoffice address of general office: Allegheny, Pa.
Postoffice address of operating office: Allegheny, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Allegheny, Pa.
Secretary,	Thos. J. Cru ap,	Allegheny, Pa.
Treasurer,	W. H Daffell,	Allegheny, Pa.
Chief Engineer,	W. T. Manning,	Baltimore, Md.
General solicitor, Attorney or Counsel,	Johns McCleave,	Pittsburgh.
Auditor,	J. L. Kirk,	Allegheny, Pa.
General Manager,	R. B. Campbell,	Baltimore, Md.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Main Line Owned.			
Pittsburg and Western Railway Company.	Woods Run, Allegheny,	North Sewickley,	46.10
	Rock Point,	New Castle,	11.00
	Colliery Junction,	Mt. Jewett,	140.20
Branch Line Owned.			
Pittsburgh and Western Railway,	Kane Junction,	Kane,	1.00
	Clarion Junction,	Clarion,	6.20
	Frisco,	Crowthers,	5.80
Line Operated under Contract.			
Pittsburgh, Cleveland and Toledo Railroad.	New Castle Junction,	Akron Junction, O.,	77.10
Pittsburgh, Painesville and Fairport Railroad.	Niles, O.,	Fairport, O.,	53.00
Ellwood Short Line,	North Sewickley, Pa.,	Rock Point, Pa.,	3.10
Total mileage operated.			343.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$23,286,402 01	Capital stock,	$13,500,000 00
Cost of equipment,	1,856,362 02	Funded debt,	14,157,687 62
Stocks owned,	1,705,964 73	Current liabilities,	3,651,944 34
Bonds owned,	1,614,756 67	Real estate mortgages,	312,375 00
Lands owned,	10,000 00	Pittsburg and Western Railway,	20,123 33
Cash and current assets,	529,790 11	Pittsburg, Cleveland and Toledo railroad,	36,000 00
Materials and supplies,	101,397 74		
Sundries,	60,555 80		
Advances account, leases and operated lines,	1,762,666 82		
Profit and loss,	713,320 51		
Reconstruction,	36,913 85		
Grand total,	$31,678,130 29	Grand total,	$31,678,130 29

CONTRACTS, AGREEMENTS, ETC.

United States Express Company: Railroad company receives forty per cent. of gross receipts upon its lines.

Mails: Compensation fixed by United States Postoffice Department.

Pullman Palace Cars: Railroad company pays two per cent. per mile run by cars upon its line.

Pennsylvania Railroad Company: Trackage rights.

Pittsburgh Junction Railroad receives $2.00 per car handled by them.

Baltimore and Ohio: Joint revenue, divides upon mileage basis.

Western Union Telegraph Company maintains and operates lines and has exclusive right of way.

Usual contract for use of instruments. No wires on railroad company's right of way.

PITTSBURGH, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY.

By what authority incorporated: The Pittsburgh, Youngstown and Ashtabula Railroad Company was created and organized under the authority of the laws of the States of Ohio and Pennsylvania, and is the result of a series of consolidations, as follows:

In April, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Pennsylvania.

In June, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Ohio.

In June, 1865, these two companies were consolidated under the laws of Ohio and Pennsylvania into the Lawrence Railroad Company.

In July, 1872, the Youngstown and Canfield Railroad Company was incorporated under the laws of Ohio.

In April, 1873, the Lawrence Railroad Company and the Youngstown and Canfield Railroad Company were consolidated into the Lawrence Railroad Company.

In March, 1881, the New Brighton and New Castle Railroad Company was incorporated under the laws of Pennsylvania.

In February, 1870, the Ashtabula, Youngstown and Pittsburgh Railroad Company was incorporated under the laws of Ohio.

In September, 1878, the Ashtabula, Youngstown and Pittsburgh Railroad Company was reorganized in pursuance of judicial proceedings in the court of common pleas of Mahoning county, Ohio, and became the Ashtabula and Pittsburgh Railway Company.

In March, 1881, the Allianco, Niles and Ashtabula Railroad Company was incorporated under the laws of Ohio.

On the third day of May, 1887, the Lawrence Railroad Company and the New Brighton and New Castle Railroad Company were consolidated into the Youngstown, Lawrence and Pittsburgh Railroad Company.

On the fourth day of May, 1887, the Ashtabula and Pittsburgh Railway Company and the Alliance, Niles and Ashtabula Railroad Company were consolidated under the laws of Ohio into the Ashtabula, Niles and Youngstown Railroad Company.

On the twentieth day of July, 1887, the Youngstown, Lawrence and Pittsburgh Railroad Company and the Ashtabula, Niles and Youngstown Railroad Company were consolidated under the laws of Ohio and Pennsylvania into the Pittsburgh, Youngstown and Ashtabula Railroad Company.

Agreement of consolidation filed with Secretary of State of Pennsylvania July 22, 1887; Secretary of State of Ohio July 22, 1887.

Operated by Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. Hutchinson,	Philadelphia,	May 21, 1896.
George B Roberts,	Philadelphia,	do.
James McCrea,	Pittsburgh,	do.
Benjamin Thaw,	Pittsburgh,	do.
John E Davidson,	Pittsburgh,	do.
Caleb B Wick,	Youngstown, Ohio,	do.
W. S Bonnell,	Youngstown, Ohio,	do
J. G Butler, Jr.	Youngstown, Ohio,	do
H. L. Morrison,	Ashtabula, Ohio,	do
Thaddeus E. Hoyt,	Ashtabula, Ohio,	do.
J. Denton Hancock,	Franklin, Pa.,	do

Date of last meeting of stockholders for election of directors: May 16, 1895.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. Hutchinson,	Philadelphia
Secretary,	S. B. Legett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Pittsburgh, Youngstown and Ashtabula Railroad.	Kenwood, Pa., . . Alliance, O., . .	Ashtabula Haven, O Niles, O , ...	Pennsylvania Company, .	125 09

The lease is dated August 1, 1887, and continues in force, subject to termination by either party on twelve months' written notice.
The lessee agrees to operate and maintain the road for cost of such service.
The lessee has had control of the road, through ownership of stock since July 20, 1887.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$5,718,341 58	Capital stock,	$3,033,341 58
Cost of equipment,	687,000 00	Funded debt,	3,372,000 00
Cash and current assets,	480,065 13	Current liabilities,	9,317 70
		Accrued interest on funded debt not yet payable,	59,558 33
		Profit and loss,	411,189 10
Grand total,	$6,885,406 71	Grand total,	$6,885,406 71

IMPORTANT CHANGES DURING THE YEAR.

Mileage decreased by line abandoned .10 mile.

PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILWAY, OPERATED BY PENNSYLVANIA COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Pittsburgh, Youngstown and Ashtabula Railroad.	Kenwood, Pa., ...	Ashtabula Harbor, O..	99.00
Alliance Branch, ...	Niles, O., ...	Alliance Junction, O., .	24 90
Canfield Branch, ...	Junction near Haselton, O.	Youngstown Tube Work, O.	1.19
Pittsburgh, Fort Wayne and Chicago Railroad.	Alliance Junction, O., .	Alliance, O., ...	2.70
Total mileage operated, ...	. . . . .	. . . . .	127.79

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company pays this company 47½ per cent. of its gross receipts from general traffic and 60 per cent. of gross receipts from oyster traffic.

The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges and also receives a proportion of the receipts and pays a proportion of the expenses of the telegraph line located on a certain part of the right of way of the Pittsburgh, Youngstown and Ashtabula Railroad.

The Union News Company pays a fixed rental for use of certain privileges granted.

The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

PLYMOUTH RAILROAD COMPANY.

Date of organization: December 9, 1867.
By what authority incorporated: State of Pennsylvania.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
James Boyd.	Norristown, Pa..	Second Monday in December,	1895.
John Slinghoff.	Norristown, Pa., ...	do.	do.
George W. Longaker.	Norristown, Pa..	do.	do.
Michael O'Brien, ...	Conshohocken, Pa..	do.	do.
Richard Dale.	1215 Spruce street, Philadelphia.	do.	do.
C. Howard Colket,.	1334 Walnut street, Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors: Second Monday in December, 1894.

Postoffice address of general office: 132 South Third street, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal, Twelfth and Market streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Winfield S. Wilson.	132 South Third street, Philada.
Secretary,	W. W. Stephens.	do. do.
Treasurer		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME	TERMINALS.		BY WHAT COMPANY OPERATED	Miles of line.
	From—	To—		
Plymouth Railroad.	Conshohocken, Pa.	Oreland, Pa.,	Philadelphia and Reading Railroad Company.	8.9

The Plymouth Railroad (as a branch of the Philadelphia, Germantown and Norristown Railroad), was leased to the Philadelphia and Reading Railroad Company on the 10th day of November, 1870 for 999 years. All questions not answered in this report should be returned by the lessee.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$286,545 19	Capital stock,	$12,050 00
		Philadelphia, Germantown and Norristown Railroad.	274,495 19
Grand total,	$286,545 19	Grand total,	$286,545 19

POMEROY AND NEWARK RAILROAD COMPANY.

Date of organization: December 29, 1881.

By what authority incorporated: The Doe Run and White Clay Creek Railroad Company was organized under an act of the General Assembly of the Commonwealth of Pennsylvania, approved March 24, 1868.

The name of the company was changed to the Pennsylvania and Delaware Railway Company by act of Assembly approved April 20, 1869.

The Delaware and Pennsylvania Railroad Company was organized under an act of the General Assembly of the Commonwealth of Delaware, passed February 26, 1857.

The Pennsylvania and Delaware Railway Company and the Delaware and Pennsylvania Railroad Company were consolidated and merged into one company under the name and title of the Pennsylvania and Delaware Railway Company, by authority of the laws of the States of Pennsylvania and Delaware, a joint agreement dated March 17, 1873, being filed in the office of the Secretary of the Commonwealth of Pennsylvania May 3, 1873.

The Pennsylvania and Delaware Railway was sold under foreclosure of mortgages August 12, 1879, which sale was confirmed absolutely by the circuit court of the United States for the eastern district of Pennsylvania, October 25, 1879.

On February 5, 1880, a new corporation was organized, entitled the Pomeroy and State Line Railroad Company, for that portion of the railroad extending from Pomeroy in Chester county, Pennsylvania, to the boundary line between the States of Pennsylvania and Delaware, under the provisions of an act of the Legislature of Pennsylvania, approved April 8, 1861, and the supplements thereto. The certificate of reorganization was filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 26, 1880.

A corporation under the name of the Newark and Delaware City Railroad Company, for that portion of the railroad extending from the boundary line between the State of Pennsylvania and Delaware, to Delaware city, was organized on March 29, 1880, in pursuance of an act of the Legislature of Delaware passed March 27, 1879.

Under the authority of an act of the Legislature of the State of Delaware passed March 19, 1881, the portion of the Newark and Delaware City Railroad lying between the north line right of way of the main line of the Philadelphia, Wilmington and Baltimore Railroad and Delaware city was sold to the Philadelphia, Wilmington and Baltimore Railroad Company. Under the authority of the same act the residue of the railroad lying between the said northern line of the Philadelphia, Wilmington and Baltimore Railroad and the State line was consolidated and merged into the Pomeroy and State Line Railroad, the name of the consolidated company being changed to the Pomeroy and Newark Railroad Company. The agreement of consolidation and merger was dated December 2, 1881, copies of which were filed with the Secretary of the Commonwealth of Pennsylvania, December 29, 1881, and with the Secretary of the State of Delaware, December 3, 1881.

Oprated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William A. Patton,	Philadelphia,	May 5, 1896.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Amos R. Little,	Philadelphia	do.
Samuel Rea,	Philadelphia,	do.
W. H. Wilson,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary and Treasurer,	F. W. Schwarz,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Pomeroy and Newark railroad.	Pomeroy, Pa...	Newark, Del., .	Pennsylvania Railroad Company.	26.70

Leased to the Pennsylvania Railroad Company for the term of 99 years, from and after March 1, 1880.

Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$502,056 25	Capital stock,	$500,000 00
Profit and loss,	218,905 37	Current liabilities,	220,961 62
Grand total,	$720,961 62	Grand total,	$720,961 62

READING AND COLUMBIA RAILROAD COMPANY.

Date of organization: May 19, 1857.
By what authority incorporated: Pennsylvania act of May 19, 1857, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	Philadelphia,	Second Monday in January, 1896.
James Boyd,	Norristown, Pa	do. do.
Thomas McKean,	Philadelphia,	do. do
D. Jones,	Philadelphia,	do do.
Nathan Harbster,	Philadelphia	do. do.
J. N. Hutchinson,	Philadelphia,	do. do.
William L. Small,	York, Pa ,	do. do.
B. F. Helstann,	Marietta, Pa.,	do. do.
John Lowber Welsh,	Philadelphia,	do. do.
Thomas Baumgardner,	Lancaster, Pa ,	do. do.
Horace L. Haldeman,	Chickles, Pa.,	do. do.
A. R. Royer,	Denver, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Reading Terminal.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road
	From—	To—	
Main line,	Sinking Springs, Pa.,	Columbia, Pa.,	39.50
Lancaster Branch,	Lancaster Junction,	Lancaster, Pa.,	8.00
Mt. Hope Branch,	Manheim, Pa	Mt. Hope, Pa.,	5 20
Reading, Marietta and Hanover R. R. Co.	Marietta Junction,	Chickles, Pa.,	6.30
Total mileage operated,			59.00

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,199,207 53	Capital stock,	$958,373 09
Cost of equipment,	245,241 18	Funded debt,	2,000,000 00
Cash and current assets,	236,442 89	Current liabilities,	1,080,940 04
Materials and supplies,	7,696 71	Real estate mortgages,	12,166 67
Profit and loss,	1,380,184 16	Accrued interest on funded debt not yet payable,	17,291 67
Grand total,	$4,068,771 47	Grand total,	$4,068,771 47

CONTRACTS, AGREEMENTS, ETC.

United States mail: Rate per mile.

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Date of organization: February 28, 1882.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

Operated by the Reading and Columbia Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Lober Welsh,	Philadelphia,	First Monday in May, 1896.
Thos. McKean,	do.	do. do.
A. J Antelo,	do.	do. do.
Albert Foster,	do.	do. do.
W. G. Brown,	do	do. de.
J. M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED	Miles of line.
	From—	To—		
Reading, Marietta and Hanover railroad.	Marietta Junction, Pa.	Chickies, Pa.. .	Reading and Columbia railroad.	6.30

Control of road acquired by Reading and Columbia Railroad Company through ownership of capital stock.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$332,587 11	Capital stock, ...	$250,000 00
		Funded debt.	82,587 11
Grand total, ...	$332,587 11	Grand total, ...	$332,587 11

REYNOLDSVILLE AND FALLS CREEK RAILROAD COMPANY.

Date of organization: December 13, 1883.
By what authority incorporated: General laws of Pennsylvania and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Bell.	Buffalo, N. Y.	January 1896.
G. H. Lewis, ...	Buffalo, N. Y.	do.
Charles Clifton, ...	Buffalo, N. Y., ...	do.
A. G. Yates, ...	Rochester, N. Y.	do.
W. F. Marshall.	Reynoldsville, Pa., ...	do.
E. J. Lofts, ...	Reynoldsville, Pa., ...	do.
Rufus Kirk, ...	Reynoldsville, Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Reynoldsville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	S. B. Elliot.	Reynoldsville, Pa.
Vice President, ...	F. A. Bell.	Buffalo, N. Y.
Secretary, ...	Charles Clifton, ...	Buffalo, N. Y.
Treasurer, ...	G. H. Lewis.	Buffalo, N. Y.
Auditor, ...	R. W. Macpherson, ...	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Reynolnsville and Falls Creek Railroad,	Fall's Creek, Pa., ...	Rathmel, Pa., ...	14.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$337,047 73	Capital stock, ...	$170,000 00
Cost of equipment, ...	26,051 32	Funded debt.	170,000 00
Cash and current assets, ...	113,946 63	Current liabilities, ...	79,219 54
		Profit and loss, ...	57,826 14
Grand total, ...	$477,045 68	Grand total, ...	$477,045 68

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Date of organization: April 20, 1882.
By what authority incorporated: General laws of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Samuel Rea.	Philadelphia.	First Tuesday in February,	1896.
William H. Barnes.	do.	do.	do.
John P Green.	do.	do.	do.
G. B. Roberts.	do.	do.	do.
Henry D. Welsh, ...	do.	do.	do.
George Wood, ...	do.	do.	do.
N. P. Shortridge, ...	do.	do.	do.

Date of last meeting of stockholders for election of directors: February 5, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Samuel Rea, ...	Philadelphia.
Secretary, ...	Frederick W. Schwarz, ...	do.
Treasurer, ...	J. S. Vanzandt, ...	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line
	From—	To—		
Ridgway and Clearfield Railroad Company.	Ridgway, Pa.. .	Falls Creek, Pa.,	Pennsylvania Railroad Company.	27 23

Lease to the Pennsylvania Railroad Company, dated November 1, 1894, for fifty years from said date. Rental equal to five per cent. per annum on bonded debt and taxes and six per cent. per annum on capital stock, if earned.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$987,503 20	Capital stock.	$491,000 00
Cash and current assets, ...	12,877 45	Funded debt.	491, 00 00
		Profit and loss, ...	18,380 65
Grand total, ...	$1,000,380 65	Grand total, ...	$1,000,380 65

IMPORTANT CHANGES DURING THE YEAR.

The arrangement under which the Pennsylvania Railroad Company operates the road of this company was discontinued, under the provisions thereof from and after November 1, 1894, on which date the road was leased to the Pennsylvania Railroad Company for a period of 50 years.

RIVERFRONT RAILROAD COMPANY.

Date of organization: May 5, 1876.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts, ...	Philadelphia, ...	March 24, 1896.
N. P. Shortridge, ...	Wynnewood, Pa..	do
Henry D Welsh, ...	Philadelphia, ...	do.
Frank Thomson, ...	Philadelphia.	do.
H. H Houston, ...	Philadelphia, ...	do
Amos R. Little, ...	Philadelphia, ...	do.
W. H. Barnes, ...	Philadelphia, ...	do.
Samuel Rea, ...	Philadelphia, ...	do

Date of last meeting of stockholders for election of directors: March 26, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chas. E. Pugh.	Philadelphia.
Secretary, Treasurer,	James R. McClure.	do

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Riverfront railroad,	Lehigh avenue,	Dock street,	Pennsylvania Railroad Co.,	3.62
Riverfront railroad,	Canal street,	Laurel street,	Pennsylvania Railroad Co.,	0.24
Total mileage,				3.86

Leased to the Pennsylvania Railroad Company for the term of fifty years, from and after May 1, 1882, at a rental of $23,000 per annum. After January 1, 1894, a rental of $28,000 per annum is to be paid.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$627,892 88	Capital stock,	$300,000 00
Cash and current assets,	2,781 81	Funded debt,	300,000 00
Sinking fund,	4,000 00	Profit and loss,	34,674 69
Grand total,	$634,674 69	Grand total,	$634,674 69

ROCHESTER, BEAVER FALLS AND WESTERN RAILWAY COMPANY.

Date of organization: March 27, 1889.

By what authority incorporated: General law, April 4, 1868. Supplements approved June 8, 1874.

Operated by Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. Stataper,	Pittsburgh,	January 7, 1895.
J. T. Brooks,	do.	do.
L. L. Gilbert,	do.	do.
James McCrea,	do.	do
Thomas Rodd,	do.	do.
J. J. Brooks,	do.	do.
John W. Renner,	do.	do.
S. C. Scott,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John E. Davidson	Pittsburgh.
Secretary	S. B. Liggett	do.
Treasurer	T. H. B. McKnight	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Rochester, Beaver Falls and Western Railway.	Beaver Falls, Pa.	.....	Pennsylvania Company	0.55

The Pennsylvania Company has had control of the road through stock ownership since January 1891, and it maintains and operates the road for cost of such service.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$48,125 76	Capital stock	$75,000 00
Due on subscriptions to capital stock	26 874 24	Profit and loss	573 05
Cash and current assets	573 05		
Grand total	$75,573 05	Grand total	$75,573 05

PENNSYLVANIA COMPANY, OPERATING THE ROCHESTER, BEAVER FALLS AND WESTERN RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Rochester, Beaver Falls and Western Railway Company.	Junction with Pittsburg, Fort Wayne and Chicago Railway at Oak street, Beaver Falls, Pa.	Tank street, Beaver Falls, Pa.	.55

RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organization: December 31, 1888.

By what authority incorporated: Pennsylvania, act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. B. Scott,	Philadelphia,	First Monday in May, 1896.	
W. A. Church,	do.	do.	do.
W. R. Taylor,	do.	do.	do.
W. G. Brown,	do.	do.	do.
J. M. Landis,	do.	do.	do.
C. Heebner,	do.	do.	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Rupert and Bloomsburg Railroad Company.	Rupert, Pa.,	Bloomsburg, Pa.,	1.6
Bloomsburg Belt Railroad,	Rupert and Bloomsburg Railroad.	Neal's Furnace,	.8
Total mileage operated,			2.4

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$60,832 82	Capital stock,	$50,000 00
Cash and current assets,	15,994 89	Current liabilities,	36,446 21
Profit and loss,	9,618 50		
Grand total,	$86,446 21	Grand total,	$86,446 21

CONTRACTS, AGREEMENTS, ETC.

United States mails: Rate per mile.

SAINT MARY'S AND SOUTH WESTERN RAILWAY COMPANY.

Date of organization: June 19, 1893.
By what authority incorporated: General railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
B. Frank Hall.	St. Mary's, Pa..	Second Monday in January, 1896.
J. K. P. Hall.	St. Mary's, Pa.,.	do. do.
Andrew Kaul,	St. Mary's, Pa.,	do. do.
B. E. Wellendorf.	St. Mary's, Pa.,	do. do.
John Kaul,	St. Mary's, Pa.,	do. do.
W. H. Hyde,	Ridgway, Pa.,	do. do.
G. C. Simons,	St. Mary's, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: St. Mary's, Elk county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	B. Frank Hall,	St. Mary's, Pa.
Vice President,	J. Henry Cochran,	Williamsport, Pa
Secretary.	J. K. P. Hall,	St. Mary's, Pa
Treasurer,	G. C. Simons,	St. Mary's, Pa.
Chief Engineer,	B. E. Wellendorf,	St. Mary's, Pa.
General Solicitor, Att'y or Counsel,	Harry Alvan Hall,	St. Mary's, Pa.
General Manager,	Andrew Kaul,	St. Mary's, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
St. Mary's and Southwestern Railroad Company.	St. Mary's, Pa., P & E. R. R. division of Penna. R. R.	Hydes, Pa.,	21.12

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$304,380 95	Capital stock,	$300,000 00
Cost of equipment,	109,028 68	Current liabilities,	165,293 97
Cash and current assets,	100,040 09	Profit and loss,	48,155 75
Grand total,	$513,449 72	Grand total,	$513,449 72

IMPORTANT CHANGES DURING THE YEAR.

We extended the railroad during the year from Centreville, Elk county, Pa., to Hydes, Elk county, Pa., a distance of 11.12 miles, sidings, etc., built by contract.

CONTRACTS, AGREEMENTS, ETC.

Express contract: The usual or regular contract of Adams Express Company to railroads for this purpose.

SALISBURY RAILROAD COMPANY.

Date of organization: May 8, 1875.

By what authority incorporated: Salisbury and Baltimore Railroad Company, State of Pennsylvania, act of April 8, 1861. Reorganized as the Salisbury Railroad Company May 8, 1875.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
M. B. Cutter,	Pittsburgh,	First Monday in May, 1896.
J. B. Jackson,	Pittsburgh,	do. do.
John McCleave,	Pittsburgh,	do. do.
C. S. Wright,	Pittsburgh,	do. do.
W. L. King,	Pittsburgh,	do. do.
J. M. Schoonmaker,	Pittsburgh,	do. do.
W. J. Chapman,	Baltimore, Md.,	do. do.
Francis Burns,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Salisbury Railroad Company.	Salisbury Junction, Pa.	West Salisbury, Pa.	Baltimore and Ohio Railroad Company.	8.60
Grassy Run Extension,	Grassy Run Junction, Pa.	Co operative Mines, Pa.	Baltimore and Ohio Railroad Company.	2.00
Hocking Extension,	Hocking Junction, Pa.	Hamilton Mines, No. 1, Pa.	Baltimore and Ohio Railroad Company.	1.10
Total mileage,				11 70

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company; which latter company is leased to the Baltimore and Ohio Railroad Company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$263,350 31	Capital stock,	$117,987 50
Cost of equipment,	11,840 72	Funded debt,	150,000 00
Cash and current assets,	4,728 65	Current liabilities,	17 50
		Profit and loss,	11,914 68
Grand total,	$279,919 68	Grand total,	$279,919 68

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Date of organization: June 7, 1880.

By what authority incorporated: Pennsylvania act of April 8, 1861; April 4, 1868; March 29, 1871; April 22, 1873.

If a consolidated company, name the constituent companies: Reorganization of Berks County Railroad, Berks and Lehigh Railroad, April 4, 1868.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Lowber Welsh,	Philadelphia,	First Monday in May, 1896.
Thos. McKean,	do.	do. do.
A. J. Antelo,	do.	do. do.
Albert Foster,	do.	do. do.
Frank P. Lauer,	do.	do. do.
J. M. Landis,	do.	no. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Schuylkill and Lehigh Railroad Company,	Reading, Pa.,	Slatington, Pa.,	Philadelphia and Reading Railroad.	44

Leased to Philadelphia and Reading Railroad Company for 999 years, from May 1, 1883.

Lessee pays all expenses of operating and meets all financial obligations of the Schuylkill and Lehigh Railroad Company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,076,609 95	Capital stock,	$50,000 00
		Funded debt.	1,000,000 00
		Current liabilities,	26,609 95
Grand total,	$1,076,609 95	Grand total.	$1,076,609 95

SCHUYLKILL AND LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: October 9, 1886.

By what authority incorporated: Under the laws of the State of Pennsylvania, act of General Assembly approved April 4, 1868, and supplements thereto.

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia.	January, 1896.
Robert H. Sayre.	South Bethlehem, Pa..	do.
John B. Garrett.	Philadelphia.	do.
Joseph C. Bright.	Pottsville, Pa.,	do.
Robt. P. Linderman.	South Bethlehem, Pa..	do.
Guy G. Farquhar.	Pottsville, Pa.,	do.
Calvin E. Brodhead,	Flemington, N. J..	do.
Henry S. Drinker,	Philadelphia.	do.
Jno. S. Wentz,	Manch Chunk.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President.	Chas. Hartshorne,	Philadelphia.
Second Vice President.	Robert H. Sayre.	South Bethlehem, Pa.
Third Vice President.	John B. Garrett.	Philadelphia.
Secretary.	David G. Baird,	Philadelphia.
Treasurer.		
Comptroller.	Isaac McQuilkin,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Schuylkill and Lehigh Valley Railroad Company.	Lizard Creek-Junction, Pa.	Blackwood, Pa.		39.57
Sundry Branches.	Various,	Various.	Lehigh Valley Railroad.	2.64
Total mileage,				42.21

The Lehigh Valley Railroad Company owns the entire capital stock of the Schuylkill and Lehigh Valley Railroad Company, and the road is operated as a part of the Lehigh Valley Railroad system.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$4,000,000 00	Capital stock,	$2,000,000 00
		Funded debt,	2,000,000 00
Grand total,	$4,000,000 00	Grand total,	$4,000,000 00

SCHUYLKILL RIVER EAST SIDE RAILROAD COMPANY.

Date of organization: July 14, 1883.

By what authority incorporated: Incorporated under the general law of the Commonwealth of Pennsylvania, April 4, 1868.

If a consolidated company, name the constituent companies: Schuylkill River, East Side Railroad and Philadelphia, Newtown and Chester Railroad, May 19, 1886; filed with Secretary of Commonwealth, May 21, 1886

Operated by the Baltimore and Ohio Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas M. King,	Baltimore and Ohio Railroad Company, Baltimore, Md.	December, 1895.
Geo. J. Lincoln,	2400 Chestnut street, Philadelphia,	do.
J. B. Washington,	Pittsburgh,	do.
R. L. Ashhurst,	Philadelphia,	do.
C. C. F. Bent,	Philadelphia,	do.
W. H. Addicks,	Philadelphia,	do.
Sidney F. Tyler,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: December 12, 1894.

Postoffice address of general office: 2400 Chestnut street, Philadelphia, Pa.

Postoffice address of operating company: Baltimore and Ohio Railroad Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	Thos. M. King,	Philadelphia
Secretary and Assistant Treasurer,	Theodore Frothingham,	Philadelphia
Treasurer,	W. H. Ijams,	Baltimore Md.
Chief Engineer,	W. T. Manning,	Baltimore, Md.
Auditor,	G. W Booth,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Schuylkill River East Side railroad.	Philadelphia and Reading Junction, Pa.	Park Junction, Pa.	Baltimore and Ohio Railroad Company.	3.80
Point Breeze Branch, . . .	Jackson street, Philadelphia.	Point Breeze, Pa.	Baltimore and Ohio Railroad Company.	.40
Snyder Avenue Branch, . .	Morris street, Philadelphia.	Snyder avenue, Philadelphia.	Baltimore and Ohio Railroad Company.	.40
Delaware Branch, ...	East side, Philadelphia.	Reed street, Philadelphia.	Baltimore and Ohio Railroad Company.	5 40
Stock Yard Branch, ...	Stock Yard Junction, Phila.	Stock Yard, . .	Baltimore and Ohio Railroad Company.	.50
Oregon Avenue Extension,	Swanson street, Philadelphia.	Salt Works, Philadelphia	Baltimore and Ohio Railroad Company.	.50
Total mileage, ...	. . . . .	. . . . .	. . . . .	11.00

Operated under contract of November 6, 1885, between the Schuylkill River, East Side Railroad, the Baltimore and Ohio Railroad Company, the Baltimore and Philadelphia Railroad and the Philadelphia and Reading Railroad. The Schuylkill River, East Side Railroad Company receiving an arbitrary as rental, from which is paid interest on bonds.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of Road.	$8,000,000 00	Capital stock.	$4,500,000 00
Cash and current assets.	238,906 92	Funded debt.	4,500,000 00
		Profit and loss, ...	238,906 92
Grand total, ...	$9,238,906 92	Grand total.	$9,238,906 92

CONTRACTS, AGREEMENTS, ETC.

As per contract of November 6, 1885.

Operated by the Baltimore and Ohio Railroad Company in connection with Philadelphia and Reading Railroad Company.

SCHUYKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Date of organization: March 20, 1827.

By what authority incorporated: Pennsylvania act of March 20, 1827.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo.	407 Library street, Philadelphia, . . .	December, 1895.
Theodore Voorhees.	do.	do.
James Boyd, ...	do.	do.
D. Jones.	do.	do.
William R. Taylor, ...	do.	do.
James M. Landis, ...	do.	do.

Date of last meeting of stockholders for election of directors: December 31, 1894.

Postoffice address of general office: 407 Library street, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Reading Terminal.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Schuylkill Valley Navigation and Railroad Company.	Port Carbon, Pa.	Reevesdale, Pa.	Philadelphia and Reading Railroad.	11

The Schuylkill Valley and Navigation Railroad Company leased its railroad to the Philadelphia and Reading Railroad Company July 25, 1861, for 999 years at an annual rental of $29,450 and taxes.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.		TOTAL.	LIABILITIES.	TOTAL.
Cost of road,		$576,840 94	Capital stock,	$576,050 00
Cash and current assets,	$1,037 67		Current liabilities,	14,826 05
Six months' rent,	14,725 00		Profit and loss,	1,727 56
		15,762 67		
Grand total,		$592,603 61	Grand total,	$592,603 61

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

Date of organization: February 12, 1882.
By what authority incorporated: Pennsylvania, April 4, 1868.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
D. Jones,	Philadelphia,	Second Monday in January, 1896.
A. J. Antelo,	Philadelphia,	do. do.
Jos. F. Sinnott,	Philadelphia,	do. do.
John Lowber Welsh,	Philadelphia,	do. do
Theodore Voorhees,	Philadelphia,	do. do.
Thomas McKean,	Philadelphia,	do. do
James Boyd,	Norristown, Pa.,	do do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Post-office address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Chursh,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Shamokin, Sunbury and Lewisburg Railroad Co.	Shamokin, Pa.,	West Milton, Pa.	Philadelphia and Reading Railroad.	31.10

Leased to the Philadelphia and Reading Railroad Company for 999 years from June 20, 1883. Lessee pays all expense of operation and meets all financial obligations of the company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$3,379,820 82	Capital stock,	$2,000,000 00
Cash and current assets,	620,429 63	Funded debt,	2,000,000 00
		Current liabilities,	250 45
Grand total,	$4,000,250 45	Grand total,	$4,000,250 45

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1858.
By what authority incorporated: Special act, March 25, 1858.
Operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt,	Philadelphia,	May 5, 1896.
Edmund Smith,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Chas. E. Pugh,	Philadelphia,	do
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. B. Roberts,	Philadelphia.
Secretary,	Stephen W. White,	do.
Treasurer,	Taber Ashton,	do

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line
	From—	To—		
Shamokin Valley and Pottsville Railroad.	Sunbury, Pa.,	Mt. Carmel, Pa.	Northern Central Railway,	27.30
Branches,				2.48
Total mileage,				29.78

Road and coal lands leased for 999 years, from February 27, 1863, to the Northern Central Railway Company.

Rental equivalent to 7 per cent. per annum, interest on bonds, 6 per cent. dividend on capital stock and taxes.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,208.050 00	Capital stock,	$869.450 00
Stocks owned,	3,334 01	Funded debt,	2 000.000 00
Lands owned,	1,667.950 00	Current liabilities,	72.681 80
Cash and current assets,	72.763 01	Profit and loss,	9.965 22
Grand total,	$2,952,097 02	Grand total,	$2,952,097 05

IMPORTANT CHANGES DURING THE YEAR.

Purchased five shares of stock Pennsylvania Railroad Company, costing $255.62.

SHARON RAILWAY.

Date of organization: July 16, 1873.

By what authority incorporated: Organized under the act of General Assembly of the Commonwealth of Pennsylvania, entitled an act to authorize the formation and regulation of railway corporations, approved April 4, 1868, and by consolidation possesses the franchises, rights and privileges conferred on the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company by act of June 2, 1870.

If a consolidated company, name the constituent companies: The Sharon Railway and the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company, under the act of General Assembly of the Commonwealth of Pennsylvania, approved May 1, 1861, P. L. 702 to 704.

Operated by the New York, Pennsylvania and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Norman Hall,	Sharon, Pa.,	January, 1896.
P. L. Kemberly,	Sharon, Pa.,	do.
J. J. Spearman,	Sharon, Pa.,	do.
M. H. Henderson,	Sharon, Pa.,	do.
H. B. Perkins,	Warren, O.,	do.
Fayette Brown,	Cleveland, O.,	do.
Hunter Wykes,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1895.

Postoffice address of general office: Sharon, Pa.

Postoffice address of operating company: New York, Pennsylvania and Ohio Railroad Company, Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. P. Wheeler,	Sharon, Pa.
First Vice President,	S. Perkins,	Sharon, Pa.
Second Vice President,	J. J. Pierce,	Sharpsville, Pa.
Secretary,	John H. Dynes,	Cleveland, O.
Treasurer,	Charles Hall,	Sharon, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Sharon Railway,	Sharon, Pa.,	Pymatuning, Pa.	New York, Pennsylvania and Ohio Railroad.	7.93
Middlesex Extension,	Sharon, Pa.,	West Middlesex, Pa.	New York, Pennsylvania and Ohio Railroad.	6.82
Sharpsville Extension,	Boyce, Pa.,	Sharpsville, Pa.	New York, Pennsylvania and Ohio Railroad.	1.56
Yards and side tracks,			New York, Pennsylvania and Ohio Railroad.	9.84
Total mileage,				26.15

The Sharon Railway is operated by the New York, Pennsylvania and Ohio Railroad (Erie system), under lease for 99 years, dated December 1, 1886.

The rental is payable quarterly and is based upon the total issue of capital stock at the rate of 6 per cent. per annum, and upon the first mortgage bonds at the rate of 5 5-8 per cent. per annum.

The lessee to pay all taxes that may be assessed.

Excess of income over fixed charges, dividends and expenses to be refunded annually.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$617,345 20	Capital stock,	$453,350 00
Cash and current assets,	7,644 55	Funded debt,	164,000 00
		Profit and loss,	7,639 75
Grand total,	$624,989 75	Grand total,	$624,989 75

SHARPSVILLE RAILROAD COMPANY.

Date of organization: March 6, 1876.
By what authority incorporated: Act of April 4, 1868; act of February 17, 1870.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington,	Pittsburgh,	Second Monday in January, 1896.
C. K. Lord,	Baltimore Md.,	do. do.
John W. Renner,	Pittsburgh,	do. do.
John McCleave,	Pittsburgh,	do. do.
E. B. Taylor,	Pittsburgh,	do. do.
M. B Culter,	Pittsburgh,	do. do.
J. J. Pierce,	Sharpsville, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Postoffice Box 939, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. V. Patton,	Pittsburgh.
Vice President,	J. B. Washington,	do.
Secretary,	W. L. Washington,	do.
Treasurer,	J. B. Washington,	do.
Auditor,	S. K. Harris,	do.
General Manager,	J. V. Patton,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Sharpsville Railroad,	Sharpsville, Pa.,	Wilmington Junction, Pa.	17
Furnace Branch,	In Borough of Sharpsville Pa.		.92
Neshannock Branch,	Summit, Pa.,	Neshannock, Pa.,	1.06
Sharon Branch,	Sharpsville, Pa ,	Sharon, Pa.,	.75
Total mileage operated,			19.73

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$422,590 24	Capital stock,	$350,000 00
Cost of equipment,	26,856 19	Current liabilities,	135,174 85
Cash and current assets,	5,401 77		
Sundries,	423 62		
Profit and loss,	29,903 03		
Grand total,	$485,174 85	Grand total,	$485,174 85

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Forty per cent. of gross revenue.
United States Government: Seven hundred and thirty-nine dollars and fifty cents per annum for carrying mails.

21-8-95

SHEFFIELD AND SPRING CREEK RAILROAD COMPANY.

Date of organization: November 21, A. D. 1884.
By what authority incorporated: Commonwealth of Pennsylvania.
Operated by Tionesta Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Isaac Horton,	Sheffield, Pa.,	July 14, 1895.
J. H. Horton,	Sheffield, Pa.,	do.
J. Crary,	Sheffield, Pa.,	do.
C. W. R. Radeker,	Sheffield, Pa.,	do.
C. H. Smith,	Sheffield, Pa.,	do.
John McNair,	Sheffield, Pa.,	do.
Webb Horton,	Middletown, N. Y.,	do.
H. H. Crary,	Binghampton, N. Y.,	do.
James Horton,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Isaac Horton,	Sheffield, Pa.
Vice President,	James Horton,	Buffalo, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Charles Seigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	James Horton,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Sheffield and Spring Creek railroad.	Sheffield Junction, Pa.	Parish, Pa.,	Tionesta Valley Railroad Company.	9.5

Leased to the Tionesta Valley Railroad Company December 1, 1884, for a term of 99 years at an annual rental of $300.00.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$38,950 50	Capital stock,	$12,000 00
		Current liabilities,	26,950 50
Grand total,	$38,950 50	Grand total,	$38,950 50

SHENANGO VALLEY RAILWAY COMPANY.

Date of organization: May 3, 1886.

Under laws of what government or state organized: An act to authorize a formation, etc., of railroad corporations, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Dan P. Eells,	Cleveland, Ohio	Enoch Filer,	Sharon, Pa.
O. G. Getzen-Danner,	Cleveland Ohio	Joseph Forker,	Sharon, Pa.
J. N. McClure,	Sharon Pa	F. H. Buhl,	Sharon, Pa.
H. W. Cole,	Sharon Pa.	John Phillips,	Sharon, Pa.
James S. Frult,	Sharon, Pa.		

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Sharon, Pa.

Postoffice address of operating office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Dan P. Eells,	Cleveland, Ohio.
Secretary, Treasurer,	O. G. Getzen-Danner,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Shenango Valley Railroad Company,	Sharon, Pa.,	Ohio State Line,	1.95

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$127,787 33	Capital stock,	$60,000 00
		Value of notes given contractor,	67,787 33
Grand total,	$127,787 33	Grand total.	$127,787 33

SLACKWATER CONNECTING RAILROAD COMPANY.

Date of organization: June 30, 1892
By what authority incorporated: Act of April 4, 1868, and the several supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jas. Hemphill,	Pittsburgh,	Until successors are elected and qualified.
W. C. Fownes,	do.	
H. C. Fownes,	do.	
E. S. Fownes,	do.	
V. Matthews,	do.	

Date of last meeting of stockholders for election of directors: June 30, 1892.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry C. Fownes,	Pittsburg.
Secretary,	E. S. Fownes,	do.
Treasurer,	W. C. Fownes,	do.
General Solicitor, Attorney or Counsel,	C. C. Dickey,	do.
Auditor,	V. Matthews,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Slackwater Connecting Railroad Company.	A point on the Monongahela river in the first pool of the county of Allegheny in said Commonwealth.	A point in Braddock township in said county at the line of P. & C. R. R. Co. now in possession of B. & O. R. R. Co.	1

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$4,800 00	Capital stock,	$10.000 00
Cost of equipment.	5.200 00	Profit and loss,	4,962 26
Profit and loss,	4,962 26		
Grand total,	$14 962 26	Grand total.	$14.962 26

SLATE RUN RAILROAD COMPANY.

Date of organization: December 9, 1884.
Under laws of what government or state organized: General laws, June 8, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Weed,	Binghamton, N. Y.,	March 26, 1891.
Wm. S. Hill,	Binghamton, N. Y.,	do.
Wm. H. Jessup,	Scranton, Pa.,	do.
Wm. H. Jessup, Jr.,	Scranton, Pa.,	do.
G. L. Jessup,	Scranton, Pa.,	do.
H. C. Jessup,	Scranton, Pa.,	do.
H. E. Hand,	Scranton, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 26, 1890.
Postoffice address of general office: Montrose, Pa.
Postoffice address of operating office: Slate Run, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Weed,	Binghamton, N. Y.
Secretary,	W. S. Hill,	Binghamton, N. Y.
Treasurer,	F. M. Weed,	Binghamton, N. Y.
General Manager,	L. M. Weed,	Binghamton, N. Y.
Chief Engineer,	A. P. Bovie,	Elmira, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Slate Run railroad,	Slate Run, Pa.,	North Bend, Pa.,	15

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$65,757 31	Capital stock,	$81,000 00
Cost of equipment,	15,242 69	Current liabilities,	12,751 97
Cash and current assets,	16,615 04	Profit and loss,	3,899 07
Grand total,	$97,615 04	Grand total,	$97,615 04

SOMERSET AND CAMBRIA RAILROAD COMPANY.

Date of organization: January 27, 1879.
By what authority incorporated: Act of April 8, 1861, State of Pennsylvania.
Reorganized as Somerset and Cambria Railroad Company January 27, 1879.
Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Koontz,	Somerset, Pa.,	First Monday in May, 1896.
Mord Lewis,	Clarksburg, W. Va.,	do. do.
Tho. Lynch,	Greensburgh, Pa.,	do. do.
W. P. Kooser,	Somerset, Pa.,	do. do.
C. S. Wigbt,	Pittsburgh,	do. do.
W. S. Rowe,	Pittsburgh,	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Somerset and Cambria Railroad Company.	Rockwood, Pa.,	Johnstown, Pa.,	Baltimore and Ohio Railroad Company.	45.10

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which latter company is leased to the Baltimore and Ohio Railroad Company.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,340,835 26	Capital stock,	$1,000,000 00
Cash and current assets,	274,284 89	Funded debt,	636,000 00
Profit and loss,	20,879 85		
Grand total,	$1,636,000 00	Grand total,	$1,636,000 00

SOUTH CHESTER RAILROAD COMPANY.

Date of organization: Articles of association filed June 22,, 1891.
By what authority incorporated: Act approved April 4, 1868, and the supplements thereto.
Operated by the Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia,	Second Tuesday in February, 1896.
Lewis Neilson,	Philadelphia,	do. do.
William A. Patton,	Radnor, Pa.,	do. do.
N. Parker Shortridge,	Wynnewood, Pa.,	do. do.
John C. Sims,	Philadelphia,	do. do.
Stephen W. White,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: February 12, 1895.
Postoffice address of general office: Room 259, Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Broad st. station, Phila.
Secretary,	Albert Hewson,	do.
Treasurer,	Tabor Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
South Chester Railroad,	Howell street, Chester, Pa.	Crescent Oil Works.	P., W. and B. R. R. Co.,	2.72
Branches,				1.06
Total mileage,				3.78

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as a siding.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$168 809 79	Capital stock,	$250,000 00
Cash and current assets,	81,191 21		
Grand total,	$250,000 00	Grand total,	$250,000 00

SOUTH EASTON AND PHILIPSBURG RAILROAD COMPANY.

Date of organization: July 25, 1889.
By what authority incorporated: Pennsylvania, under act of April 4, 1868.
Operated by the Lehigh and Hudson River Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
P. R. Cope,	Philadelphia,	Second Monday in January, 1896.
S. Shepperd,	do.	do.
E. Hill,	do.	do.
E. N. Moor,	do.	do.
W. A. Buchanan,	do.	do.
C. F. Howell,	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: 226 South Third street, Philadelphia, Pa.
Postoffice address of operating company: Lehigh and Hudson River Railway Company, Warwick, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Pardee,	Philadelphia.
Secretary, Treasurer,	S. Shepperd,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
South Easton and Philipsburg Railroad.	South Easton, Pa.	Boundary line between States of New Jersey and Pennsylvania.	Lehigh and Hudson River Railway Company.	.33

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$82,899 12	Capital stock.	$75,000 00
		Current liabilities,	7,899 12
Grand total,	$82,899 12	Grand total,	$82,899 12

SOUTH FORK RAILROAD COMPANY.

Date of organization: July 2, 1890.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. F. Huff,	Greensburg, Pa.,	March 25, 1896.
R. D. Barclay,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Robert Pitcairn,	Pittsburg,	do.
Chas. E. Pugh,	Philadelphia,	do.
Wm. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: March 26, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary, Treasurer,	F. W. Schwarz	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
South Fork Railroad,	South Fork, Pa.	Coal mines,	Pennsylvania Railroad Company.	8.12

Agreement dated August 15, 1891.

The Pennsylvania Railroad Company:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to that company.

2. To deduct from the gross receipts all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of said company.

3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 recited, to the treasurer of said company.

4. This arrangement to be terminable at the option of either company upon thirty days' notice, given in writing to the other company of its desire to terminate the same.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$96,789 42	Capital stock,	$108,000 00
Cash and current assets,	1,043 63	Current liabilities,	11,244 97
Profit and loss,	21,411 92		
Grand total,	$119,244 97	Grand total,	$119,244 97

SOUTHWEST PENNSYLVANIA RAILWAY COMPANY.

Date of organization: Incorporated March 16, 1891.

By what authority incorporated: Special act of March 16, 1871.

If a consolidated company, name the constituent companies: The Uniontown and West Virginia Railroad Company was consolidated with the South West Pennsylvania Railway Company March 3, 1877.

Uniontown and West Virginia Railroad Company was chartered April 2, 1868, sold March 4, 1874.

The Uniontown and West Virginia Railroad Company organized April 3, 1874, by purchasers of Uniontown and West Virginia Railroad Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	First Tuesday in March, 1896.
John P. Green,	Philadelphia,	do. do.
W. J. Howard,	Philadelphia,	do. do.
Samuel Rea,	Philadelphia,	do. do.
G. B. Roberts,	Philadelphia,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
J. K. Ewing,	Uniontown, Pa.,	do. do.
Geo. F. Huff,	Greensburg, Pa.,	do. do.
Robert Pitcairn,	Pittsburgh, Pa.,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.
Geo. A. Torrence,	New Haven, Pa.,	do. do.
J. F. Wentling,	Greensburg, Pa.,	do do.

Date of last meeting of stockholders for election of directors: March 5, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles E. Pugh,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
South Western Pennsylvania Railway.	Greensburg, Pa.	Fairchance, Pa.	Pennsylvania Railroad Company.	44.79
Branches,				67.08
Total mileage,				111.87

Leased to the Pennsylvania Railroad Company for one year. Renewed every year from April 1. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,515,105 16	Capital stock,	$1,499,900 00
Cash and current assets,	1,138,992 73	Funded debt,	900,000 00
Sinking fund,	38,000 00	Current liabilities,	3,745 00
		Fund for redemption of bonds,	78,715 00
		Profit and loss,	1,209,737 89
Grand total,	$3,692,097 89	Grand total,	$3,692,097 89

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Date of organization: February 1, 1873.

By what authority incorporated: Laws of Pennsylvania, acts of Assembly approved March 22, 1867; April 10, 1867; February 20, 1869; April 30, 1869.

Operated by the Cumberland Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa	May, 1895.
M. C. Kennedy,	Chambersburg, Pa.,	do.
George B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
George H. Stewart,	Shippensburg, Pa.,	do.
Lane S. Hart,	Harrisburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Chambersburg, Pa.

Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary,	W. L. Ritchey,	do.
Treasurer,	W. L. Ritchey,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Southern Pennsylvania Railway and Mining Company.	Junction Cumberland Valley Railroad.	Mercersburg, Pa.	Cumberland Valley Railroad.	13 60
	Mechanicsburg Junction.	Richmond. Pa.	Cumberland Valley Railroad.	7.80
Total mileage,				21 40

Leased to and operated by the Cumberland Valley Railroad Company as part of its system, upon the terms that the receipts shall be applied to cost of maintaining, keeping and perpetuating the railroad property and equipment used thereon, and all other expenses of operation, including taxes, insurance, etc. The balances remaining thereafter to be paid to the lessor. Lease executed March 1, 1870, and runs for a period of one hundred and ninety-nine years.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,425,000 00	Capital stock,	$800,000 00
Profit and loss,	259.947 76	Funded debt.	625.000 00
		Current liabilities.	259.947 76
Grand total,	$1,684.947 76	Grand total,	$1,684,947 76

STATE LINE RAILROAD COMPANY.

Date of organization: November 10, 1890.
Under laws of what government or state organized: General laws of State of Pennsylvania.
Operated by Wellsville, Coudersport and Pine Creek Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. F. Alexander.	Genesee, Pa.,	January 13, 1896.
W. B. Coats,	Wellsville, N. Y.,	do.
H. N. Lewis,	Wellsville, N. P.,	do.
Charles Day,	Wellsville, N. Y.,	do.
John McEwen,	Wellsville, N. Y.,	do.
H. M. Browning,	Wellsville, N. Y.,	do.
Charles Duke,	Duke Centre, Pa.,	do.
A. B. Payne,	Oswayo, Pa.,	do.
W. W. Crittenden,	Oswayo, Pa.,	do.
O. S. Wight,	Perryville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Wellsville, Allegany county, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. F. Alexander,	Genesee, Pa.
Vice President,	W. B. Coats,	Wellsville, N. Y.
Secretary,	H. M Browning,	Wellsville, N. Y.
Treasurer,		
Auditor,	Charles E, Davis,	Wellsville, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
State Line Railroad,	State Line, Pa.,	Perryville, Pa.,	W. C. and P. R. R.,	2.20

Leased in June, 1891, to the Wellsville, Coudersport and Pine Creek Railroad Company, for a period of 99 years for a nominal rent of $1.00 per year.

STATE LINE AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 2, 1874.

By what authority incorporated: Pennsylvania, act concerning railroads, approved April 8, 1861; also February 19, 1867 (Sullivan and Erie Coal and Railroad Company).

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. S. Grant,	1516 Spruce street, Philadelphia,	May, 1896.
Henry C. Davis,	204 Walnut Place, Philadelphia,	do.
N. N. Betts,	Towanda, Pa	do.
Chas. H. Banes,	2021 Spring Garden street, Phila.	do.
Herman Hoopes,	Drexel Building, Philadelphia,	do.
Chas. H. Davis,	120 Broadway, New York,	do.
John F. Stoer,	615 Chestnut street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 15, 1895.

Postoffice address of general office: 204 Walnut Place, Philadelphia, Pa.

Postoffice address of operating company: Lehigh Valley Railroad.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry C Davis,	Philadelphia.
Secretary,	O. A. Baldwin,	Towanda, Pa.
Treasurer,		
Assistant Secretary,	E. D. Aekley,	Philadelphia
General Manager,	I. O. Blight,	Towanda, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
State Line and Sullivan Railroad Company.	Bernice, Pa., . .	Monroeton, Pa.,	Lehigh Valley railroad, . .	24

The railroad is operated by the Lehigh Valley Railroad Company, Pennsylvania, New York Canal and Railroad Division, under lease dated April, 1884, for fifty years, from May 1, 1884. Details of operation of railroad can be obtained from that company (Lehigh Valley Railroad Company).

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$625,000 00	Capital stock, ...	$980,250 00
Other permanent investments, . . .	143,887 72	Funded debt.	280,000 00
Lands owned, ...	500,000 00	Current liabilities, ...	8,400 00
Cash and current assets, ...	136,080 59	Profit and loss, ...	113,038 99
Grand total, ...	$1,404,968 31	Grand total, ...	$1,404,968 31

STEWART RAILROAD COMPANY.

Date of organization: September 9, 1887.

Under laws of what government or state organized: By act approved April 4, 1868, and the acts supplementary thereto.

Operated by the Lake Shore and Michigan Southern Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Dan P. Eells, ...	Cleveland, Ohio, ...	When successors are elected and qualified.
O. G. Getzen-Danner, ...	Cleveland, Ohio, ...	
Joseph N. McClure, ...	Sharon, Pa., ...	
Samuel McClure, ...	Sharon, Pa., ...	

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Sharon, Pa.

Postoffice address of operating office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Dan P. Eells, ...	Cleveland, Ohio.
Secretary, ...	O. G. Getzen-Danner, ...	do.
Treasurer, ...		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road
	From—	To—	
The Stewart Railroad Company, ...	The Stewart Iron Works, Sharon, Pa.	Ohio State Line, ...	.32

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$7,114 20	Capital stock, ...	$7,700 00
Profit and loss, ...	585 80		
Grand total.	$7,700 00	Grand total, ...	$7,700 00

STEWARTSTOWN RAILROAD COMPANY.

Date of organization: September, 1884.
Under laws of what government or state organized: General laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jos. W. Anderson.	Stewartstown, Pa., ...	January, 1896.
A. G. Bowman, ...	Stewartstown, Pa., ...	do.
W. J. P. Gennell, ...	Stewartstown, Pa , ...	do.
A. T. Grove, ...	Stewartstown. Pa., ...	do.
Wm. Hammill, ...	Stewartstown, Pa., ...	do.
Jno. Johnson.	Stewartstown, Pa., ...	do.
C. W Shaw, ...	Stewartstown. Pa..	do.
W. H. Fulton, ...	Stewartstown, Pa., ...	do.
R A. Wooldridge.	Baltimore, Md., ...	do.
W. F. Bay Stewart, ...	York, Pa., ...	do.
A. W. Bohn, ...	New Freedom, Pa., ...	do.
J. Y. Kenney, ...	Shrewsbury, Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 13, 1895.
Postoffice address of general office: Stewartstown, Pa.
Postoffice address of operating office: Stewartstown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Jos. W. Anderson, ...	Stewartstown, Pa.
Vice President, ...	M. W. Bohn, ...	do.
Secretary, ...	A. G. Bowman, ...	do.
Treasurer, ...	T. B. Fulton, ...	do.
Auditor.	C. W. Shaw, ...	do.
General Superintendent, ...	W. H. Fulton, ...	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	FROM—	TO—	
Stewartstown Railroad, ...	Stewartstown, Pa., . .	New Freedom, Pa., . .	7

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$91,454 02	Capital stock.	$70,000 00
Cost of equipment, ...	8,148 48	Current liabilities, ...	14,000 00
Lands owned, ...	378 12	Profit and loss, ...	17,330 62
Cash and current assets, ...	1,050 00		
Materials and supplies, ...	300 00		
Grand total, ...	$101,330 62	Grand total, ...	$101,330 62

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pay the Stewartstown Railroad Company 10 per cent. on gross receipts and 10 per cent. per 100 for transportation.

The United States Government pay the Stewartstown Railroad Company $355.52 for carrying the mail.

Have joint freight rates with the Northern Central Railway Company, in which freight charges are based on a constructive distance of twenty miles for points on the Stewartstown Railroad, the Northern Central Railway allowing us arbitrary rates for our proportion of earnings.

To encourage the building of the Stewartstown Railroad the Northern Central Railway Company contracted with the Stewartstown Railroad Company under date of December 26, 1884, to pay the Stewartstown Company 15 per cent. on gross earnings accruing to said road on all business originating on or consigned to points on the Stewartstown road and destined to or consigned to Baltimore or Harrisburg, or intermediate points of the Northern Central Railway for a period of ten years.

During July, 1894, this contract was renewed for five years.

STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.

By what authority incorporated: Under the laws of the State of Pennsylvania, act of April 14, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Slingluff, ...	Norristown, Pa , ...	Third Monday in January, 1896.
F. D. Sower, ...	Norristown, Pa., ...	do. do.
Daniel C. Getty, ...	Norristown, Pa., ...	do. do.
John Oberholtzer, ...	Norristown, Pa., ...	do. do.
J. P. Hale Jenkins, ...	Norristown, Pa,, ...	do. do.
W. H. Slingluff, ...	Norristown, Pa., ...	do. do.
William Stahler, ...	Norristown, Pa., ...	do. do.
John Jamison.	Norristown, Pa., ...	do. do.
John S. Heebner, ...	Lansdale, Pa	do. do.
David Heebner, ...	Lansdale, Pa., ...	do. do.
Samuel Dreher, ...	Norritownville, Pa., ...	do. do.
Oliver G. Morris, ...	Line Lexington, Pa., ...	do. do.

Date of last meeting of stockholders for election of directors: January 21, 1895.

Postoffice address of general office: 318 Dekalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary, Treasurer,	Howard Boyd,	do.
Engineer,	Geo. B. Boggs,	do.
General Solicitor, Attorney or Counsel,	James Boyd,	do.
Auditor,	F. C. Boggs,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Stony Creek,	Norristown, Pa.,	Lansdale, Pa.,	10.3

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$548,922 54	Capital stock,	$176,100 00
Cost of equipment,	397 34	Funded debt,	350,000 00
Cash and current assets,	16,472 57	Current liabilities,	626,892 36
Materials and supplies,	5,136 48	Real estate mortgages,	5,500 00
Profit and loss,	593.688 43	Accrued interest on funded debt not yet payable,	6,125 00
Grand total,	$1,164,617 36	Grand total,	$1,164,617 36

CONTRACTS, AGREEMENTS, ETC.

A mutual arrangement in the regular intercourse of business transactions, for the pro-ration of passenger and freight traffic.

An agreement with the Philadelphia, Reading and Pottsville Telegraph Company for the use of their line at a certain annual rental for railroad business.

STRASBURG RAILROAD COMPANY.

Date of organization: 1851.

Under laws of what government or state organized: Senate and House of Representatives of the Commonwealth of the State of Pennsylvania, in accordance with an act, entitled an act regulating railroad companies, approved February 19, 1849.

Operated by E. C. Mussleman, lessee.

Postoffice address of general office: Lancaster, Pa.

Postoffice address of operating office: Strasburg, Pa.

22-8-95

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	H. Baumgardner, ...	Lancaster, Pa.
Treasurer, ...	T. Baumgardner, ...	Lancaster, Pa.
General Manager, ...	E. C. Musselman, ...	Strasburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Strasburg Railroad, ...	Leaman Place on Pennsylvania Railroad.	Strasburg, Pa., ...	4.5

SUGAR RUN RAILROAD COMPANY.

Date of organization: November 10, 1891.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Isaac Horton, ...	Sheffield, Pa., ...	January 9, 1896.
C. V. Merrick, ...	Bradford, Pa., ...	do.
J. Crary, ...	Sheffield, Pa., ...	do.
H. A. Crary, ...	Sheffield, Pa., ...	do.
James Horton, ...	Sheffield, Pa., ...	do.
B. M. Owen, ...	Clarendon, Pa., ...	do.
F. H. Rockwell, ...	Warren, Pa., ...	do.
C. W. R. Radeker, ...	Sheffield, Pa., ...	do.

Date of last meeting of stockholders for election of directors: February 4, 1895.
Postoffice address of general office: Sheffield, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Isaac Horton, ...	Sheffield, Pa.
Secretary, ...	R. G. Brownell, ...	Sheffield, Pa.
Treasurer, ...	James R. Plum, ...	28 Ferry street, N. Y.
Auditor, ...	H. B. Vaughn, ...	28 Ferry street, N. Y.
General Superintendent, ...	C. V. Merrick, ...	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Sugar Run Railroad Company, ...	Allegheny Junction, warrant 3422.	Allen's Camp, warrant, 3409.	8

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$44,500 00	Capital stock.	$50,000 00
Cost of equipment.	5,500 00	Current liabilities, ...	804 57
Cash and current assets, ...	8,384 72	Profit and loss, ...	7,580 15
Grand total, ...	$58,384 72	Grand total, ...	$58,384 72

THE SUNBURY, HAZLETON AND WILKES-BARRE RAILWAY COMPANY.

Date of organization: May 1, 1878.
By what authority incorporated: General law of April 8, 1861.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes, ...	Philadelphia, ...	Third Tuesday in May, 1896.
A. J. Cassatt, ...	do.	do. do.
John P. Green, ...	do.	do. do.
Vacancy.		
G. B. Roberts, ...	do.	do. do.
Henry D. Welsh, ...	do.	do. do.

Date of last meeting of stockholders for election of directors: May 21, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Samuel Rea.	Philadelphia.
Secretary, ...	Albert Hewson, ...	do.
Treasurer, ...	Taber Ashton, ...	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Sunbury, Hazleton and Wilkes-Barre railway.	Sunbury, Pa., .	Tomhicken, Pa.,	Pennsylvania railroad, . .	43.44

Leased to the Pennsylvania Railroad Company for fifty years from May 1, 1878.
Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$3,535,123 71	Capital stock, ...	$1,000,000 00
Cash and current assets, ...	171,903 09	Funded debt, ...	2,350.000 00
Sundries, ...	85,000 00	Current liabilities, ...	3,082 35
		Profit and loss, ...	438.944 45
Grand total, ...	$3,792,026 80	Grand total, ...	$3,792.026 80

SUNBURY AND LEWISTOWN RAILWAY COMPANY.

Date of organization: Reorganized January 6, 1876.
By what authority incorporated: Under laws of State of Pennsylvania.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Aaron Fries, ...	Betz Building, Philadelphia, ...	May 4, 1896.
Edward J. Berwind, ...	Betz Building, Philadelphia, ...	do.
Stephen Greene, ...	27 South Fifth street, Philadelphia, .	do.
John Hart, ...	Doylestown, Pa., ...	do.
Samuel G. Lewis, ...	27 South Fifth street, Philadelphia, .	do.
John Moffly, ...	27 North Third street, Philadelphia, .	do.
George Shannon, ...	Norristown, Pa., ...	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of general office: Room 301, Betz building, Philadelphia, Pa.
Postoffice address of operating company: Pennsylvania Railroad Company, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Aaron Fries, ...	Room 301 Betz Building, Philada.
Vice President, ...	Samuel G. Lewis, ...	27 South Fifth street, Philada.
Secretary, ...	Frank S. Lewis, ...	301 Betz Building, Philadelphia.
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Sunbury and Lewistown Railway Company.	Lewistown, Pa.,	Selinsgrove Junction, Pa.	Pennsylvania Railroad Company.	43.45

Sunbury and Lewistown Railway operated by Pennsylvania Railroad Company for cost and one-half net earnings after payment of interest on outstanding bonds.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$1,100,000 00	Capital stock, ...	$600,000 00
Cash and current assets, ...	92,174 69	Funded debt.	500,000 00
		Profit and loss, ...	92,174 69
Grand total, ...	$1,192,174 69	Grand total, ...	$1,192,174 69

SUSQUEHANNA AND BUFFALO RAILROAD COMPANY.

Date of organization: September 22, 1891.

By what authority incorporated: Charter from Commonwealth under act of 4th April, 1868, and 8th June, 1874.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John R. T. Ryan, ...	Williamsport, Pa., ...	January 2, 1896.
A. D. Hermance, ...	Williamsport, Pa., ...	do.
G. D. Tinsman, ...	Williamsport, Pa., ...	do.
H. A. Merriman.	Williamsport. Pa., ...	do.
Geo. L. Miller, ...	Bitumen, Clinton county, Pa., ...	do.
G. T. Ryan, ...	Williamsport, Pa., ...	do.
H. W. Lentz, ...	Williamsport, Pa., ...	do.
Frank Parsons, ...	Williamsport. Pa., ...	do.
Geo. E. Graff, ...	Williamsport, Pa , ...	do.

Date of last meeting of stockholders for election of directors: March 22, 1895.

Postoffice address of general office: 34 West Fourth street, Williamsport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	John R. T. Ryan.	Williamsport, Pa.
Vice President, ...	Albert D. Hermance, ...	Williamsport, Pa.
Secretary, ...	Garret D. Tinsman, ...	Williamsport, Pa.
Treasurer.	John S. Brown, ...	Williamsport, Pa.
Attorney or Counsel.	Candor & Munson.	Williamsport, Pa.
General Manager, ...	George L. Miller, ...	Bitumen, Clinton county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Susquehanna and Buffalo Railroad, . .	Cork Run, Pa., ...	Foot of Plane, ...	1.5

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$30,847 67	Capital stock, ...	$20,160 00
Cost of equipment, ...	801 29	Current liabilities, ...	4,717 18
		Salaries	1,500 00
		Wages, tools, etc., ...	2,081 30
		Miscellaneous, ...	2,533 82
		Profit and loss, ...	656 66
Grand total, ...	$31,648 96	Grand total, ...	$31,648 96

SUSQUEHANNA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: December 8, 1879.
By what authority incorporated: General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Samuel Rea, ...	Philadelphia, ...	First Monday in February, 1896.
William H. Barnes, ...	Philadelphia, ...	do. do.
John P. Green, ...	Philadelphia, ...	do. do.
G. B. Roberts, ...	Philadelphia, ...	do. do.
Henry D Welsh, ...	Philadelphia, ...	do. do.
George Wood, ...	Philadelphia, ...	do. do.
N. P. Shortridge, ...	Wynnewood, Pa., ...	do. do.

Date of last meeting of stockholders for election of directors: February 5, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS
President, ...	Samuel Rea.	Philadelphia.
Secretary, ...	Frederick W. Scharz, ...	do.
Treasurer, ...	J. S. Vansandt, ...	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED	Miles of line.
	From—	To—		
Susquehanna and Clearfield Railroad Company.	Keating, Pa.,	Karthaus, Pa.,	Pennsylvania Railroad Company.	22.78
Branch,				2.11
Total mileage,				24.89

Operated by the Pennsylvania Railroad Company under resolution of board of directors, adopted July 23, 1884. Rental, net earnings. This arrangement is terminable at the option of either party on thirty days' notice.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES	TOTAL.
Cost of road,	$570,912 55	Capital stock,	$286,000 00
Cash and current assets,	3,610 98	Funded debt,	285,000 00
Profit and loss,	117,463 07	Current liabilities,	120,986 60
Grand total,	$691,986 60	Grand total,	$691,986 60

TAMAUQUA, HAZLETON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 18, 1891.
By what authority incorporated: Pennsylvania, April 4, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Theo. Voorhees,	Philadelphia,	First Monday in May, 1896.
D. Jones	do.	do. do.
W. R. Taylor,	do.	do. do.
C. H. Quarles,	do.	do. do.
W. B. Scott,	do.	do. do.
Roswell Weston,	do.	do. do.
J. M. Landis,	do.	do. do.
W. G. Brown,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1895.
Postoffice address of general office: Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Tamaqua, Hazleton and Northern Railroad.	Lofty, Pa., ...	Roan, Pa., ...	9.90

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$360,999 97	Capital stock, ...	$300,000 00
Cash and current assets, ...	2,744 45	Current liabilities, ...	65,751 25
Profit and loss, ...	2,006 83		
Grand total, ...	$365,751 25	Grand total, ...	$365,751 25

IMPORTANT CHANGES DURING THE YEAR.

Operated only seven months of the year, December 1, 1894 to June 30, 1895.

TIADAGHTON AND FAHNASTALK RAILWAY COMPANY, TIADAGHTON, PA.

Date of organization: March 11, 1892.

By what authority incorporated: Under the general railway laws of Pennsylvania, act of April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. A. Vail, ...	New York City, ...	First Monday of January, 1896.
E. G. Scnriffelin, ...	Stokesdale, Pa., ...	do. do.
D. M. Lownsbury, ...	Stokesdale, Pa., ...	do. do.
Abram Farr, ...	Niles Valley, Pa., ...	do. do.
Geo. D. Acken, ...	Tioga, Pa., ...	do. do.
E. G. Davidge, ...	Westfield, Pa., ...	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Wellsboro, Pa.

Postoffice address of operating office: Tiadaghton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	C. B. Farr, ...	Wellsboro', Pa.
Secretary, ...	J. Harrison, ...	Wellsboro', Pa.
Treasurer, ...	C. B. Farr, ...	Tioga, Pa.
General Manager, ...		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Tiadaghton and Fahnastalk Railway Company.	Tiadaghton, Pa., . . .	Fahnastalk, Pa., ...	5
Branch, ...	. . . . .	do.	1.62
Total mileage operated, ...	. . . . .	. . . . .	6.62

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$57,036 95	Capital stock, ...	$59,450 00
Cost of equipment, ...	7,010 72	Profit and loss, ...	6,225 04
Cash and current assets, ...	24 58		
Materials and supplies, ...	1,602 79		
Grand total, ...	$65,675 04	Grand total, ...	$65,675 04

TIOGA RAILROAD COMPANY.

Date of organization: 1851.

Under laws of what government or state organized: Originally organized as the Tioga Navigation Company.

By what authority incorporated: April 12, 1828, by special charter from Pennsylvania of February 28, 1826

Reorganized in 1851 under special act of 1850, giving power to create new stock, rebuild its line and alter the name to the Tioga Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John King, ...	P. O. Box 839, New York city, .	First Monday in November, 1895.
J. G. McCollough, ...	P. O. Box 838, New York city, .	do. do.
E. B. Thomas, ...	P. O. Box 839, New York city .	do. do.
Y. H. Vallant, ...	P. O. Box 839, New York city, .	do. do.
William Wheelock, ...	320 Broadway, New York city, .	dy. do.
Ogden Mills, ...	15 Broad street, New York city, .	do. do.
H. H. Cook, ...	115 Broadway, New York city, .	do. do.
William Libbey, ...	21 Nassau street, New York city,	do. do.
Andrew Donoldson, ...	P. O. Box 839, New York city, .	do. do.
G. W. Quintard, ...	80 Broadway, New York city, . .	do. do.
H. W. Rathvon, ...	Elmira, N. Y., ...	do. do.
J. F. McGuire, ...	Elmira, N. Y., ...	do. do.

Date of last meeting of stockholders for election of directors: First Monday in November, 1894.

Postoffice address of general office: Postoffice Box 839, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John King,	P. O. Box 839, N. Y. city.
Vice President,	E. B. Thomas,	do. do.
Secretary,	A. R. Macdonough,	do. do.
Treasurer,	Edward White,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Tioga railroad,	New York, State Line and Lawrenceville.	Junction Arnot and Pine Creek railroad.	42.83
Morris Run Branch,	Blossburg,	Morris run,	3.56
Elmira State Line railroad,	State Line Junct'n, N. Y.	Penn'a State Line,	6.50
Arnot and Pine Creek railroad,	Arnot Junction,	Hoytville,	11.83
New York, Lake Erie and Western railr'd,	Chemung Junction,	Southport Junction,	4.91
Northern Central railway,	Southport Junction,	State Line Junction,	2 31
Northern Central railway,	Coal Point,	Chemung Junction,	19.60
Fall Brook railroad,	Corning,	Lawrenceville,	14.80
Total mileage operated,			106.34

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,471,723 93	Capital stock,	$580,900 00
Stocks owned,	1,000 00	Funded debt,	789,500 00
Real estate,	39,391 90	Current liabilities,	342 00
Arnot and Pine Creek railroad additions,	3,350 74	Accrued interest on funded debt not yet payable,	10,891 66
Cash and current assets,	1,612,167.04	Accrued rentals of leased lines,	3,698 50
		Elmira State Line Railroad Company stock,	29,200 00
		Profit and loss,	1,713.101 45
Grand total,	$3,127,633 61	Grand total,	$3,127,633 61

CONTRACTS, AGREEMENTS, ETC.

No independent contracts, as this company works under the contracts of these classes of the New York, Lake Erie and Western Railroad Company.

Contract of February 1, 1883, with the Fall Brook Coal Company, the Corning, Cowanesque and Antrim Railroad Company, and the Morris Run Coal Mining Company. Term, 20 years. Agreement for an interchange of traffic facilities at a fixed rate of one-half of one cent per ton per mile, or one dollar per car.

Contract October 2, 1875, with Northern Central Railroad Company. Term, 99 years. Tioga connection between Lawrenceville and Elmira to be over roads controlled by the Northern Central Railway Company at a fixed rate per passenger per mile and per ton per mile for coal and lumber.

TIONESTA VALLEY RAILROAD COMPANY—MONTH OF JULY.

Date of organization: September 9, A. D. 1879.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Isaac Horton,	Sheffield, Pa.,	January 14, 1895.
J. H. Horton,	Sheffield, Pa.,	do.
J. Crary,	Sheffield, Pa.,	do.
C. W. R. Radeker,	Sheffield, Pa.,	do.
C. H. Smith,	Sheffield, Pa.,	do.
Jno. McNair,	Sheffield, Pa.,	do.
Webb Horton,	Middletown, N. Y.,	do.
H. H. Crary,	Binghampton, N. Y.,	do.
James Horton,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Isaac Horton,	Sheffield, Pa.
Vice President,	James Horton,	Buffalo, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Chas. Seigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	James Horton,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Tionesta Valley Railroad Company,	Sheffield, Pa.,	Sheffield Junction, Pa.,	13
James Branch,	Brookston, Pa.,	Murphy, Pa.,	5
Coon Run Branch,	Point, Pa.,	Coon Run, Pa.,	2.50
Parrish Branch,	Parrish, Pa.,	Howland, Pa.,	1 50
Cherry Grove Railroad,	Sheffield, Pa.,	Cherry Grove, Pa.,	11
Sheffield and Spring Creek Railway,	Sheffield Junction, Pa.,	Parrish, Pa.,	9.50
Total,			42.50

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$178,466 97	Capital stock,	$100,000 00
Cost of equipment,	83,241 90	Current liabilities,	33,745 17
Cash and current assets,	22,117 48	Profit and loss,	150,081 18
Grand total,	$283,826 35	Grand total,	$283,826 35

CONTRACTS, AGREEMENTS, ETC.

Express company fifteen cents per hundred pounds on packages over twenty pounds. Five cents per package on packages under twenty pounds.

United States mail: Forty-two dollars and seventy-five cents per mile for Tionesta Valley Railroad, 12.78 miles; S. & S. C., 9.20 miles, 21.98 cents.

TIONESTA VALLEY RAILWAY COMPANY.

Date of organization: August 3, 1894.

Under laws of what government or state organized: Organized August 3, 1894, under act of May 16, 1861 and supplements by consolidation of Tionesta Valley Railroad Company, Sheffield and Spring Creek Railroad Company, Cherry Grove Railroad Company and Warren and Farnsworth Railroad Company as shown by articles of merger and consolidation filed in the office of the Secretary of the Commonwealth on August 11, 1894.

If a consolidated company, name the constituent companies: Tionesta Valley Railroad Company incorporated September 9, 1879, under act of April 4, 1868, and supplements.

Sheffield and Spring Creek Railroad Company incorporated August 19, 1894, under act of April 4, 1868, and supplements.

Cherry Grove Railroad Company incorporated as Garfield and Cherry Grove Railroad Company on June 29, 1882, under act of April 4, 1868, and supplements. Reorganized as Cherry Grove Railroad Company and cetificate filed in the office of Secretary of Commonwealth.

Warren and Farnsworth Railroad Company incorporated on April 6, 1882, under act of April 4, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. G. Davidge,	Westfield, N. Y.,	January 13, 1896.
C. H. Smith,	Sheffield, Pa.,	do.
J. H. Horton,	Sheffield, Pa.,	do.
E. T. Grant,	Ridgway, Pa.,	do.
H. A. Pinney,	Sheffield, Pa.,	do.
Jno. McNair,	Sheffield, Pa.,	do.
C. W. Goodyear,	Buffalo, N. Y.,	do.
A. H. Bailey,	Sheffield, Pa.,	do.
B. McOwen,	Clarendon, Pa.,	do.
J. J. Lapham,	New York, N. Y.,	do.
H. A. Crary,	Sheffield, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 4, 1895.

Postoffice address of general office: Sheffield, Pa.

Postoffice address of operating office: Sheffield, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James H. Horton.	Sheffield, Pa.
Vice President,	E. G. Davidge.	Westfield, Pa.
Secretary,	R. G. Brownell,	Sheffield, Pa.
Attorney or General Counsel,	C. A. McAuley,	Ridgway, Pa.
Auditor,	M. K. Williams,	Ridgway, Pa.
General Manager,	Isaac Horton,	Sheffield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Tionesta Valley Railway Company,	Dunham's Mill, Pa.,	Lamona, Pa.,	47.25
James Mill Branch,	Brookston, Pa.,	Murphy, Pa.,	5
Coon Run,	Point, Pa.,	Coon Run, Pa.,	2.50
Total mileage,			54.75

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$297,814 72	Capital stock,	$350,000 00
Cost of equipment,	57,962 31	Current liabilities,	2,029 00
Cash and current assets,	20,098 71	Profit and loss,	23,846 74
Grand total,	$375,875 74	Grand total,	$375,875 74

CONTRACTS, AGREEMENTS, ETC.

Express company: Fifteen cents per 100 pounds on packages weighing 20 pounds or over; 5 cents per package on packages weighing under 20 pounds.

Mails: Forty-two dollars and seventy-five cents per mile for 25 miles.

TIONESTA VALLEY AND HICKORY RUN RAILWAY COMPANY.

Under laws of what government or state organized: General law of April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Truman D. Collins,	Nebraska, Pa.,	When successors are elected.
Evereil S Collins,	Nebraska, Pa.,	
Mary S. Collins,	Nebraska, Pa.,	
Orion Siggins,	West Hickory, Pa.,	
Alice M. Siggins,	West Hickory, Pa.,	
James Henderson,	East Hickory, Pa.,	

Date of last meeting of stockholders for election of directors: March 26, 1892.

Postoffice address of general office: Nebraska, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	Truman D. Collins,	Nebraska, Pa.
President,	Truman D. Collins,	Nebraska, Pa.
First Vice President,	Everell S. Collins,	Nebraska, Pa.
Secretary,	Orion Siggins,	West Hickory. Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total miles of road.
	From—	To—	
Tionesta Valley and Hickory Railway,	Ross Run, Pa..	Nebraska, Pa..	5

TIONESTA VALLEY AND SALMON CREEK RAILWAY COMPANY.

Under laws of what government or state organized: General law of April 4, 1868.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Truman D. Collins,	Nebraska, Pa.,	When successors are elected.
Everell S. Collins,	Nebraska, Pa.,	
Mary S. Collins,	Nebraska, Pa.,	
Kennedy L. Haugh,	Nebraska, Pa.,	
Howard M. Allison,	Pittsburgh,	
Orion Siggins,	West Hickory, Pa.,	

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	Truman D. Collins,	Nebraska, Pa.
President,	Truman D. Collins,	Nebraska, Pa.
First Vice President,	Howard M. Allison	Pittsburgh.
Secretary,	Everell S. Collins,	Nebraska, Pa.
General Manager,	Everell Collins,	Nebraska, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Tionesta Valley and Salmon Creek Railway Company.	Ross Run, Pa.,	Kellettville, Pa.,	6

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$27,952 75	Capital stock	$17,000 00
		Current liabilities	10,952 75
Grand total	$27,952 75	Grand total	$27,952 75

IMPORTANT CHANGES DURING THE YEAR.

The road was put in operation December, 1894, and is used for hauling lumber chiefly, there being no passenger traffic.

TIPTON RAILROAD COMPANY.

Date of organization: September 5, 1885.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia	May 6, 1896.
N. P. Shortridge	Wynnewood, Pa.	do.
Henry D. Welsh	Philadelphia	do.
W. L. Elkins	Philadelphia	do.
Geo. B. Roberts	Philadelphia	do.
Amos R. Little	Philadelphia	do.

Date of last meeting of stockholders for election of directors: May 7, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel Rea	Philadelphia.
Secretary, Treasurer	F. W. Schwarz	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Tipton Railroad, ...	Tipton, Pa., . .	Coal Mines, Pa.,	Pennsylvania Railroad Company.	4.44

Agreement dated May 1, 1886.

Resolved that Pennsylvania Railroad Company be and is hereby requested to take possession of the railroad of this company and its appurtenances and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances as of the date of May 1, 1886, on behalf of this company upon the following terms and conditions:

To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

To deduct from the gross receipts all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

To pay over any moneys remaining after such deduction.

This arrangement to be terminable at the option of either party thereto upon thirty days' notice, given in writing to the other party of its desire to terminate the same.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road, ...	$43.250 00	Capital stock, ...	$43.250 00
Cash and current assets, ...	11,165 79	Current liabilities, ...	1,066 98
		Profit and loss, ...	10,098 81
Grand total, ...	$54,415 79	Grand total, ...	$54,415 79

TRENTON CUT-OFF RAILROAD COMPANY.

Date of organization: Articles of association filed December 3, 1893.
By what authority incorporated: General laws of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Enoch Lewis, ...	Philadelphia, ...	Third Monday in January, 1896.
Wm. A. Patton, ...	Philadelphia, ...	do. do.
Samuel Rea, ...	Philadelphia, ...	do. do.
Henry D. Welsh.	Philadelphia, ...	do. do.
George Wood, ...	Philadelphia, ...	do. do.
N. P. Shortridge, ...	Wynnewood, Pa., ...	do. do.

Date of last meeting of stockholders for election of directors: January 21, 1895.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	F. W. Schwarz,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Trenton Cut-Off Railroad.	Morrisville, Pa.,	Bucks county line.	Pennsylvania Railroad Company.	15.7

Lease to the Pennsylvania Railroad Company, dated January 1, 1892, for one year. Rental, one dollar.

Lease to be continued from year to year until terminated by either party on six months' notice.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,301,158 23	Capital stock,	$100,000 00
Profit and loss,	147 25	Funded debt,	1,200,000 00
		Current liabilities,	1,305 28
Grand total,	$1,301,305 28	Grand total,	$1,301,305 28

TRESCKOW RAILROAD COMPANY.

Date of organization: May 26, 1870

By what authority incorporated: State of Pennsylvania, under act of April 4, 1868.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark,	Philadelphia,	Second Monday in January, 1896.
Edward Lewis,	do.	do. do.
E. Hill,	do.	do. do.
C. F. Howell,	do.	do. do.
Thos. McKean,	do.	do. do.
F. R. Cope,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, N. Y.

23-8-95

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Pardee,	Philadelphia.
Secretary,	S. Shepherd,	do.
Treasurer,		
Auditor,	C. F. Howell,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Treskow Railroad.	Silverbrook, Pa..	Audenried, Pa.,	Central Railroad of New Jersey.	7.56

The Treskow Railroad was leased to the Central Railroad Company of New Jersey March 31, 1871, for 999 years, and is operated by that company in connection with the Lehigh and Susquehanna Railroad. The rental paid is one-third of the gross receipts.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$274,014 62	Capital stock,	$130,000 00
		Funded debt,	144,014 62
Grand total.	$274,014 62	Grand total,	$274,014 62

TUSCARORA VALLEY RAILROAD COMPANY.

Date of organization: April, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
J. M. Caldwell,	Milton, Pa.	J. M. Blair	Blairs Mills, Pa.
T. S. Moorhead,	Port Royal, Pa.	Willerforce Scheveyer,	Mifflintown, Pa.
J. C. Moorhead,	Port Royal, Pa.	W. A. Millken,	Honey Grove, Pa.
H. G. Cohill,	Milton, Pa.		

Date of last meeting of stockholders for election of directors: April 8, 1895.
Postoffice address of general office: Port Royal, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	T. S. Moorhead,	Port Royal, Pa,
Vice President,	Wilberforce Scheveyer,	Mifflintown, Pa.
Secretary,	J. C. Moorhead,	Port Royal, Pa.
Treasurer,		
General Manager,	T. S. Moorhead,	Port Royal, Pa.
Chief Engineer,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Tuscarora Valley Railroad Company, . .	Port Royal, Pa., . . .	East Waterford, Pa., .	17.50

TYRONE AND CLEARFIELD RAILWAY COMPANY.

Date of organization: April 1, 1867.

By what authority incorporated: Act of April 8, 1861; act of February 19, 1867.

If a consolidated company, name the constituent companies: The Moshannon and Clearfield Railroad Company was consolidated with the Tyrone and Clearfield Railway Company, May 23, 1884.

The Moshannon and Clearfield Railroad Company was organized June 8, 1880, under act of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Barnes,	Philadelphia,	May 20, 1896.
B. B. Comegys,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welch,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 21, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From--	To—		
Tyrone and Clearfield Railway.	Vail, Pa., ...	Grampian, Pa., . .	Pennsylvania Railroad Company.	49.63
Branches, ...	. . . . .	. . . . .	. . . . .	84.44
Total mileage. . .	. . . . .	. . . . .	. . . . .	134.07

Leased to the Pennsylvania Railroad Company for fifty years from January 1, 1882. Rental is equivalent to five per cent. dividend on capital stock, five per cent. interest on bonds (per annum), taxes on capital stock and bonds, and $10,000 per annum for the sinking fund.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$2,113,258 34	Capital stock,	$1,000,000 00
Cash and current assets,	35,000 00	Funded debt,	1,000,000 00
		Current liabilities,	25,000 00
		Sinking fund,	10,000 00
		Profit and loss,	113,258 34
Grand total,	$2,148,258 34	Grand total,	$2,148,258 34

UNIONTOWN AND LICK RUN COMPANY.

Date of organization: March 10, 1891.

Under laws of what government or state organized: Acts of June, 1874 and April, 1868, and supplements thereto.

Operated by the Baltimore and Ohio Railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edgar Boyle,	Uniontown, Pa.,	April 1, 1896.
C. E. Boyle,	do.	do.
R. J. Haldeman,	do.	do.
J. R. Barnes,	do.	do.
W. C. McKean,	do.	do.
I. W. Aemans,	do.	do.

Date of last meeting of stockholders for election of directors: April 1, 1895.

Postoffice address of general office: Uniontown, Pa.

Postoffice address of operating office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. Boyle,	Uniontown, Pa.
Secretary,	Edgar Boyle,	do.
Treasurer,	Robt. J. Haldeman,	do.
Attorney, or General Counsel,	Jno. Boyle,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Uniontown and Lick Run railroad.	Uniontown, Pa.,	A point near the village of Hopwood, Fayette Co., Pa.	Baltimore and Ohio railroad.	1.50

URSINA AND NORTH FORK RAILWAY COMPANY.

Date of organization: February, 1882.

By what authority incorporated: General laws.

If a consolidated company, name the constituent companies: Ursina and North Fork Railroad, filed charter, October 25, 1871, Ursina and North Fork Railroad Company, purchased franchise of the Ursina and North Fork Railroad Company and organized February, 1882, filing their charter March, 1882.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
J. M. Reid,	Connellsville, Pa.	James C. Lindsay,	Pittsburgh.
B. F. Boyts,	Connellsville, Pa.	Edward Scull,	Somerset, Pa.
Joseph Albree,	Allegheny City, Pa.	E. H. Reid,	Scottdale, Pa.

Date of last meeting of stockholders for election of directors: May 17, 1894.

Postoffice address of general office: Scottdale, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. M. Reid,	Connellsville, Pa.
Secretary,	Joseph Albree,	Allegheny City, Pa.
Treasurer,	E. H. Reid,	Scottdale, Pa.
General Solicitor, Attorney or Counsel,	George H. Guthrie,	Pittsburgh.
	George R. Scull,	Somerset, Pa.
General Manager,	E. H. Reid,	Scottdale, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Ursina and North Fork Railway Company.	Ursina, junction with Baltimore and Ohio Railroad.	Edna Mines,	4

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$27,000 00	Capital stock,	$20.000 00
Cost of equipment	3,000 00	Advanced by stockholders,	10,000 00
Grand total.	$30,000 00	Grand total,	$30.000 00

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization: May 18, 1875.
By what authority incorporated: Pennsylvania, act of 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	February 4, 1896.
James McCrea,	Pittsburgh,	do.
J. T. Brooks,	Pittsburgh,	do.
J. J. Brocks,	Pittsburgh,	do.
J. W. Renner,	Pittsburgh.	do.
L. L. Gilbert,	Pittsburgh.	do.
W. T. Lantz,	Pittsburgh.	do.
J. F. Tempie,*	Waynesburg, Pa.,	do.
Ahner Tharp,	Waynesburg, Pa.,	do.
Jacob Swart,	Hopkins Mills, Pa.,	do.
Jonathan Allison,	Washington, Pa.,	do.
Julius Le Moyne,	Washington, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 5, 1895.
Postoffice address of general office: Penn avenue and Tenth street, Pittsburgh, Pa.
*Deceased.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John E. Davidson,	Pittsburgh.
Vice President,	J. J. Brooks,	do.
Secretary,	S. B. Liggett.	do.
Treasurer,	T. H. B. McKnight,	do.
Auditor,	John W. Renner,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Waynesburg and Washington railroad.	Waynesburg, Pa.,	Washington, Pa.,	28.15

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$201,722 59	Capital stock.	$101,854 97
Cost of equipment,	57,484 96	Funded debt.	98,900 00
Cash and current assets,	9,741 92	Current liabilities,	11,055 14
		Profit and loss,	57,139 36
Grand total.	$268,949 47	Grand total.	$268,949 47

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company twenty-five cents per 100 pounds for all express matter transported.

Mails: The compensation for transportation of mails, is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

WEST CHESTER RAILROAD COMPANY.

Date of organization: Chartered February 18, 1831.

By what authority incorporated: By special act, approved February 18, 1831, and supplements thereto, approved April 8, 1833; April 16, 1838; September 6, 1843; April 27, 1844, March 8, 1855; April 19, 1856; April 21, 1858; March 17, 1864.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	Third Monday in January, 1896.
Wm. H. Barnes,	Philadelphia,	do. do.
Samuel Rea,	Philadelphia,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
Wm. A. Patton,	Philadelphia,	do. do.
Enoch Lewis,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: January 21, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	F. W. Schwartz,	do.
Treasurer,	J. L. Vanzandt,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The West Chester Railroad Company.	Zermatt, Pa.,	West Chester, Pa.	The Pennsylvania Railroad Company.	5.22

Leased to the Pennsylvania Railroad Company for ninety-nine years, from August 6, 1879. Rental equal to five per cent. dividend on capital stock, five per cent. interest on bonded debt per annum and taxes.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$240,000 00	Capital stock,	$165,000 00
Cash and current assets,	105 00	Funded debt,	75,000 00
		Current liabilities,	105 00
Grand total,	$240,105 00	Grand total,	$240,105 00

WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: Charter as Baltimore, Carroll and Frederick Railroad, May 27, 1852, and under existing name, March 21, 1853.

By what authority incorporated: States of Maryland and Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Biggs,	Baltimore, Md.,	October, 1895.
C. Devries,	Baltimore, Md.,	do.
E. G. Hipsley,	Baltimore, Md.,	do.
L. L. Jackson,	Baltimore, Md.,	do.
Jno. C. Legg,	Baltimore, Md.,	do.
J. M. Littig,	Baltimore, Md.,	do.
W. S. Rayner,	Baltimore, Md.,	do.
Levi Weinberger,	Baltimore, Md.,	do.
H. Crawford Black,	Baltimore, Md.,	do.
S. D. Schmucker,	Baltimore, Md.,	do.
Wm. Kealhofer,	Hagerstown, Md.,	do.
B. A. Betts,	Chewsville, Md.,	do.
Edwd. Worthington,	Glyndon, Md.,	do.

Date of last meeting of stockholders for election of directors: October 17, 1894.

Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President and General Manager,	J. M. Hood,	Baltimore, Md.
Secretary, Treasurer,	Geo. H. Bear,	do.
General Solicitor, Attorney or Counsel,	Chas. Marshall,	do.
General Auditor,	Robt. Casson,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Western Maryland Railroad,	Baltimore, Md.,	Williamsport, Md.,	90
Baltimore and Cumberland Valley Railway.	Edgemont, Md.,	Midvale, Pa.,	3.03
Baltimore and Cumberland Valley Railroad.	Midvale, Pa.,	Waynesboro, Pa.,	4.55
Potomac Valley Railroad,	Potomac Valley Junc.,	Cherry Run, W. Va.,	14
Baltimore and Cumberland Valley Railroad Extension.	Waynesboro, Pa.,	Shippensburg, Pa.,	26.52
Total mileage operated,			138.40

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$4,329,290 95	Capital stock,	$1,008,950 00
Cost of equipment,	1,077,227 36	Funded debt,	4,783,272 00
Stocks owned,	1,028,400 00	Current liabilities,	788,432 70
New lines,	3,315 98	Stocks of other companies owned,	1,028,400 00
Hillen station property,	200,000 00	Hillen station property,	200,000 00
Western Maryland Terminal property,	137,290 46	Western Maryland Terminal property,	137,290 46
Cash and current assets,	374,973 01		
Materials and supplies,	56,573 81		
Sinking fund,	254,243 58		
Sundries,	9,449 76		
Profit and loss,	475,580 25		
Grand total,	$7,946,545 16	Grand total,	$7,946,345 16

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. gross receipts.

United States Government, $150.48 per mile, Baltimore to Williamsport, Md.

Arrangement to a greater or less extent for making through rates upon agreed percentage basis of divisions with Pennsylvania Railroad, Norfolk and Western Railroad and Southern connections, Baltimore and Ohio Railroad, Philadelphia and Reading Railroad and Cumberland Valley Railroad.

Baltimore and Potomac Railroad and Northern Central Railway for trackage in Baltimore city.

Freight, thirty-five cents per ton; trip passenger, ten cents each way; commutation excursion, six cents each way; monthly tickets, four cent trips.

Western Union Telegraph Company.

Chesapeake and Potomac Telegraph Company.

Union News Company, $1,000 per annum.

WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 18, 1895.

Under laws of what government or state organized: Organized under laws of the States of New York and Pennsylvania, viz: Chapter 565 of the laws of 1890 of New York, as amended by chapters 362 and 367 of laws of 1891 and chapters 306, 460, 534, 676, 700 and 702 of laws of 1892 and chapter 49 of the laws of 1865 of the Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies: The constituent companies were—Northwestern Pennsylvania Railway Company, the certificate of incorporation of which is dated February 25, 1895, and was filed in the office of the Secretary of the Commonwealth of Pennsylvania, March 18, 1895, and Western New York Railway Company, the certificate of incorporation of which is dated February 27, 1895 and was filed in the office of the Secretary of the State of New York, February 28, 1895.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Samuel G. DeCoursey,	104 South Fifth street, Philadelphia,	January 13, 1896.
Nicholas Thouron,	433 Chestnut street, Philadelphia,	do.
Edward L. Owen,	71 Wall street, New York,	do.
Pascal P. Pratt,	M. & T. Bank, Buffalo,	do.
George E. Bartol,	139 South Front street, Philadelphia,	do.
E. W. Clark, Jr.,	Bullit Building, Philadelphia,	do.
Chas. M. Lea,	706 Sansom street, Philadelphia,	do.
William C. Bullit,	533 Walnut street, Philadelphia,	do.
J. Rundle Smith,	109 South Third street, Philadelphia,	do.
John K. Barclay,	407 Locust street, Philadelphia,	do.
Isaac N. Seligman,	Mills Building, New York,	do.
Rudolph Flinsch,	54 Wall street, New York,	do.
Frank G. Rogers,	Drexel Building, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: March 15, 1895.

Postoffice address of general office: 84 Exchange street, Buffalo, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia.
Vice President, Chairman of Executive Committee.	Nicholas Thouron,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Chief Engineer,	Robert D. McCreary,	Buffalo, N. Y.
General Solicitor, Attorney or Counsel,	Frank Rumsey,	Buffalo, N. Y.
General Counsel,	Francis Rawle,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
Main Line Owned.			
Western New York and Pennsylvania railroad.	Buffalo, N. Y.,	Emporium, Pa.,	118.24
	Buffalo, N. Y.,	Oil City, Pa.,	136.43
	Stoneboro', Pa.,	New Castle, Pa.,	36
	Olean, N. Y.,	Oil City, Pa.,	109.90
Branch Lines Owned.			
Western New York and Pennsylvania railroad.	Tryonville, Pa.,	Lakeville, Pa.,	8.50
	Titusville, Pa.,	Pioneer, Pa.,	8.90
Lines of Proprietary Companies all of whose Capital Stock is Owned by this Company.			
Union Terminal railroad,	Buffalo, N. Y.,	D., L. & W. Crossing,	2 31
Olean, Bradford and Warren Railroad of New York.	Olean, N. Y.,	State Line,	12.53
Olean, Bradford and Warren Railway of Pennsylvania.	State Line,	Bradford, Pa.,	10.11
Bradford Railway of Pennsylvania,	Bradford, Pa.,	Kinzua Junction, Pa.,	14.75
Kinzua Railway of Pennsylvania,	Kinzua Junction, Pa.,	Kinzua, Pa.,	14.04
McKean and Buffalo railroad,	Larabee, Pa.,	Clermont, Pa.,	22.15
Genesee Valley Canal railroad,	Hinsdale, N. Y.,	Rochester, N. Y.,	98.61
Genesee Valley Terminal railroad,	Terminal, N. Y.,	Lincoln Park, N. Y.,	2.46
Rochester, New York and Pennsylvania railroad.	Munda Junction,	Swains,	12.00
Traffic Leases or Contracts.			
Pennsylvania railroad, Philadelphia and Erie division.	Warren, Pa.,	Irvineton, Pa.,	6.30
Lake Shore and Michigan Southern railway.	Oil City, Pa.,	Stoneboro', Pa.,	30.00
Total mileage operated,			643.23

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$47,732,803 18	Capital stock,	$20,000,000 00
Cost of equipment,	3,648,275 87	Funded debt,	30,185,962 68
Stocks owned,	105,231 62	Current liabilities,	961,832 44
Union Terminal railroad,	200,619 07	Real estate mortgages,	270,764 00
Unaccrued interest on B. P. W. & Co. Trust No. 5 not charged off when paid,	806 67	Accrued interest on funded debt not yet payable,	22,545 83
Cash and current assets,	680,150 77	Old coupon account Kinzua Valley frt. warrants,	57,000 00
Materials and supplies,	157,504 63	Profit and loss,	1,027,159 36
Grand total,	$52,525,391 81	Grand total,	$52,525,391 81

IMPORTANT CHANGES DURING THE YEAR.

The operation of 7½ miles of standard gauge line between Lakeville and Union City, Pa., and 18.28 miles of narrow gauge line between Eldred and Tarport, Pa., is temporarily discontinued.

Twelve (12) first-class iron and steel bridges have been erected, 2,632.67 tons of steel rails covering 24.99 miles were laid, 56.25 miles miles of track were thoroughly ballasted, 196,406 ties, mostly white oak, were placed in main track and sidings, 102,863 cubic yards of earth were moved in widening embankments and strengthening road bed, 49.67 miles of standard fence were built.

On February 5, 1895, the property of the Western New York and Pennsylvania Railroad Company was sold under foreclosure, and title thereto was subsequently transferred to the present Western New York and Pennsylvania Railway Company.

Four hundred thousand shares of capital stock were issued of a par value of $50 per share. The stock of the old Western New York and Pennsylvania Railroad Company amounting to $30,000,000 (300,000 shares of a par value of $100 each) was wiped out by the foreclosure sale above referred to.

The sale under foreclosure was made subject to the $10,000,000 of first mortgage Western New York and Pennsylvania Railroad Company bonds and the new Western New York and Pennsylvania Railway Company issued $10,000,000 general mortgage bonds and $10,000,000 income mortgage bonds. By the sale under foreclosure the $19,970,000 Western New York and Pennsylvania Railroad Company second mortgage bonds and the $4,861,802.22 of said company's debenture bonds, income scrip and interest accrued payable in scrip were wiped out.

Principal and deferred interest amounting to $381,019.22 on equipment contracts issued previous to this year have been paid, leaving $242,518.68 principal and interest on such contracts outstanding.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, December 15, 1892.
Postmaster General's Adjustments to Pay as Follows.
Route 107,058, Buffalo to Emporium, August 9, 1893.
Route 107,061, Buffalo to Corry, August 29, 1893.
Route 107,123, Rochester to Hinsdale, August 29, 1893.
Route 110,025, Irvine to Corry, August 9, 1893.
Route 110,068, Lincolnville to Tyronville, August 19, 1893.
Route 110,091, Larabee to Clermont, August 9, 1893.
Route 110,096, New Castle to Stonefor, August 9, 1893.
Route 110,121, Bradford to Olean, August 11, 1893.
Route 110,122, Eldred to Bradford, August 11, 1893.
Route 110,164, Warren to Salamanca, August 3, 1893.
Route 110,188, Bradford to Kinzua, August 3, 1893.
Pullman's Palace Car Company, May 2, 1892.
Empire Transportation Company, April 1, 1873.
Empire Transportation Company, Green Line business, November 4, 1875.
Buffalo Creek Railroad Company, January 1, 1888.
Pennsylvania Railroad, Clermont Line, July 8, 1889.
L. S. & M. S. Ry. Co. tracks between Oil City and Stoneboro, joint use, May 31, 1892.
Pennsylvania Railroad traffic between Warren and Irvineton, June 30, 1894.
Western Union, September 1, 1880, and May 20, 1882.

WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: Incorporated March 22, 1860.

By what authority incorporated: Act March 22, 1860 (special); act April 27, 1864; supplements to act April 27, 1864; act March 22, 1865; supplements to act of incorporation, April 27, 1866; act April 10, 1867; act February 25, 1870; act March 25, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Enoch Lewis,	Philadelphia,	Third Wednesday in Feb., 1896.
G. B. Roberts,	Philadelphia,	do. do.
Samuel Rea,	Bryn Mawr, Pa.,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
George Wood,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: February 20, 1895.
Postoffice address of general office: General Office Broad Street Station, Philadelphia.
Postoffice address of operating company: General Office Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Vice President,	Samuel Rea,	do.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Western Pennsylvania Railroad Company.	Bolivar, Pa.,	Butler, Pa.,	Pennsylvania Railroad Company.	70.63
Branches,				49.98
Total mileage,				120.61

Leased to the Pennsylvania Railroad Company, dated June 1, 1888, for forty years from that date. Rental, net earnings.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of roads,	$6,630,305 97	Capital stock,	$1,775,000 00
Bonds and mortgages receivable,	1,500 00	Funded debt,	4,435,000 00
Cash and current assets,	1,229,020 04	Current liabilities,	54,978 75
		Mortgages and ground rents payable,	77,302 50
		Profit and loss,	1,518,544 76
Grand total,	$7,860,826 01	Grand total,	$7,860,826 01

IMPORTANT CHANGES DURING THE YEAR.

One and twenty-three one hundredth miles of line constructed and put in operation.

WHEELING, PITTSBURG AND BALTIMORE RAILROAD COMPANY.

Date of organization: August 5, 1887.

Under laws of what government or state organized: See answer to consolidated and constituent companies.

If a consolidated company, name the constituent companies: Baltimore and Ohio Short Line Railroad Company organized February 12, 1885, act April 8, 1861, State of Pennsylvania.

Wheeling, Pittsburgh and Baltimore Railroad Company organized January 15, 1872, acts of April 8, 1861, State of Pennsylvania, House bill No. 3, February 29, 1872, State of West Virginia.

Operated by Baltimore and Ohio Railroad.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington.	Pittsburgh, ...	Second Monday in Januay, 1896.
Alex M. Byers, ...	Pittsburgh, ...	do. do.
J. S. Humbird.	Pittsburgh, ...	do. do.
Johns McCleave, ...	Pittsburgh.	do. do.
W. W. Smith, ...	Washington, Pa., ...	do. do.
Wm. Workman, ...	Washington, Pa., ...	do. do.
Chas. F. Mayer, ...	Baltimore, Md., ...	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. B. Washington, ...	Pittsburgh.
Secretary, ...	A. W. Black, ...	Pittsburgh.
Treasurer, ...	W. H. Ijams.	Baltimore, Md.
Auditor, ...	G. W. Booth, ...	Baltimore, Md.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Wheeling, Pittsburgh and Baltimore Railroad Company.	Glenwood, Pa.,	Zediker, Pa. . . .	Baltimore and Ohio Railroad Company.	29.40
	Washington, Pa.,	Wheeling, W. Va	Baltimore and Ohio Railroad Company.	32.40
Ohio and Baltimore Short Line Railway Company Western Division.	Zediker, Pa., . .	Washington, Pa.,	Baltimore and Ohio Railroad Company.	4
Total mileage, ...	. . . . .	. . . . .	. . . . .	65.80

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$7,168,687 07	Capital stock,	$5,500,000 00
Profit and loss,	4,334,755 28	Funded debt,	5,500,000 00
		Current liabilities,	503,442 35
Grand total,	$11,503,442 35	Grand total,	$11,503,442 35

WILCOX RAILROAD COMPANY.

Date of organization: Chartered June 16, 1885, and organized during that year.

By what authority incorporated: By an act of Assembly of the Commonwealth of Pennsylvania, approved the 4th day of April, A. D. 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
N. P. Shortridge,	Wynnewood, Pa.,	Second Tuesday in February,	1896.
W. H. Wilson,	Philadelphia,	do.	do.
Henry D. Welsh,	Philadelphia,	do.	do.
William A. Patton,	Philadelphia,	do.	do.
Amos R. Little,	Philadelphia,	do.	do.
J. Bayard Henry,	Philadelphia,	do.	do.
Samuel Rea,	Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors: February 12, 1895.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	N. P. Shortridge,	Wynnewood, Pa.
Secretary,	J. S. Vanzant,	Philadelphia.
Treasurer,		

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
The Wilcox Railroad Company.	Wilcox, Pa.	End of track,	The Pennsylvania Railroad Company.	2.65

The Wilcox Railroad is operated by the Pennsylvania Railroad Company, under certain rules and regulations as set forth in resolution adopted by the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company, and the Wilcox Railroad Company, respectively, copy of which has been filed with your department.

No separate accounts thereof being kept we are unable to report any details as to the operations of the road.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$21,625 60	Capital stock	$25,000 00
Cash and current assets	3,374 40		
Grand total	$25,000 00	Grand total	$25,000 00

WILKES-BARRE AND EASTON RAILROAD COMPANY.

Date of organization: April 19, 1892.

By what authority incorporated: Organized under the general laws of the Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. P. Ryman	Wilkes-Barre, Pa.	January, 1896.
J. W. Hollenbeck	Wilkes Barre, Pa.	do.
H. A. Fuller	Wilkes Barre, Pa.	do.
F. C. Sturges	Wilkes-Barre, Pa.	do.
A. Rosenfeld	New York City, N. Y.	do.
R. E. F. Flinsch	New York City, N. Y.	do.
W. E. Magee	New York City, N. Y.	do.
R. H. Kintner	Stroudsburg, Pa	do.
B. R. Roome	Arlington, N. J.	do.

Date of last meeting of stockholders for election of directors: January, 1894.

Postoffice address of general office: Wilkes-Barre, Pa.

Postoffice address of operating company: No. 26 Courtland street, New York city, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. P. Ryman	Wilkes-Barre, Pa.
Vice President	A. Rosenfeld	New York, N. Y.
Secretary, Treasurer	B. R. Roome	New York, N. Y.
Auditor	Chas. V. Ware	New York, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Wilkes-Barre, and Eastern R. R. Co.	Wilkes-Barre, Pa.	Stroudsburg, Pa.	61.9

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$6,060,243 08	Capital stock,	$3,000,000 00
Cost of equipment,		Funded debt,	3,000,000 00
Materials and supplies,	19,581 47	Current liabilities,	161,102 92
Profit and loss,	81,278 37		
Grand total,	$6,161,102 92	Grand total,	$6,161,102 92

CONTRACTS, AGREEMENTS, ETC.

This company is operated under the terms of a traffic contract between it and the New York, Susquehanna and Western Railroad Company.

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Date of organization: September 24, 1885.

By what authority incorporated: Under laws of State of Pennsylvania, act of General Assembly of April 4, 1868, and supplements thereto.

Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert H. Sayre,	South Bethlehem, Pa.,	Second Monday in January, 1896.
John B. Garrett,	Philadelphia,	do. do.
George W. Shonk,	Wilkes-Barre, Pa.,	do. do.
Charles Hartshorne,	Philadelphia,	do. do.
Rollin H. Wilbur,	South Bethlehem, Pa.,	do. do.
Albert Lewis,	Bear Creek, Pa.,	do. do.
John Markle,	Jeddo, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 228 South Third street, Philadelphia.

Postoffice address of operating company: 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elijah P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia.
Secretary, Treasurer,	D. G. Baird,	Philadelphia.
Comptroller,	Isaac McQuilkin,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Wilkes-Barre and Harvey's Lake Railroad Company.	Luzerne, Pa.. .	Shawanese Lake, Pa.	. . . . .	14.06
Branches, ...	Black Diamond breakers.	Cut-off Junction.	. . . . .	1.12
Total mileage, ...	. . . . .	. . . . .	. . . . .	15.18

The Lehigh Valley Railroad Company owns the entire capital stock of the Wilkes-Barre and Harvey's Lake Railroad Company and the latter road is operated as part of the Lehigh Valley Railroad system.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road.	$343,521 25	Capital stock.	$150,000 00
		Current liabilities, ...	193,521 25
Grand total, ...	$343,521 25	Grand total, ...	$343,52. 25

CONTRACTS, AGREEMENTS, ETC.

Included in the report of the Lehigh Valley Railroad Company.

WILKES-BARRE AND SCRANTON RAILWAY COMPANY.

Date of organization: September 8, 1886.

By what authority incorporated: State of Pennsylvania. Under general laws of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
F. R. Cope, ...	Philadelphia, ...	Second Monday in January.	
S. Shepherd, ...	do.	do.	do.
E. Hill, ...	do.	do.	do.
C. F. Howell, ...	do.	do.	do.
W. A. Buchanan, ...	do.	do.	do.
E. S. Buckley, ...	do.	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York.

24-8-95

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Pardee,	Philadelphia.
Secretary,	S. Shepherd,	do.
Treasurer.		
Auditor,	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Wilkes-Barre and Scranton railway.	Monooka Junction, Pa.	Scranton, Pa.,	Central Railroad of New Jersey.	4.85

The Wilkes-Barre and Scranton Railway was leased to the Lehigh Coal and Navigation Company, May 1, 1888, at an annual rental of $47,500 and the taxes for the term of and during the continuance of the charter of the Wilkes-Barre and Scranton Railroad Company, less one year. The lease was transferred to the Central Railroad Company of New Jersey, May 1, 1888, and the road is operated by that company as lessees.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,084,855 91	Capital stock,	$500,000 00
		Funded debt.	500,000 00
		Current liabilities,	84,855 91
Grand total,	$1,084,855 91	Grand total,	$1,084,855 91

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: Chartered as Muncy Creek Railroad, May 21, 1864. Reorganized September 1, 1882, as the Williamsport and North Branch Railroad Company.

By what authority incorporated: Incorporated under general act of May 21, 1864.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. E. Eavenson,	Hughesville, Pa.,	May, 1896.
J. Henry Cochran,	Williamsport, Pa.,	do.
E. R. Payne,	Williamsport, Pa.,	do.
Geo. V. Foreman,	Buffalo, N. Y.,	do.
J. Raymond Claghorn,	Philadelphia,	do.
Seth T. McCormick,	Williamsport, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 15, 1895.

Postoffice address of general office: Hughesville, Lycoming county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Vice President,	George V. Forman,	Buffalo, N. Y.
Secretary,	S. T. McCormick,	Williamsport, Pa.
Treasurer,	J. Henry Cochran,	Williamsport, Pa.
Auditor,	Geo. L. Simpson,	Hughesville, Pa.
General Manager,	R. E. Eavenson,	Hughesville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Williamsport and North Branch Railroad.	Halls, Pa.,	Satterfield, Pa.,	45

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,946,771 70	Capital stock,	$1,225,362 00
Cost of equipment,	65,138 08	Funded debt,	1,125,000 00
Stocks owned,	3,950 00	Current liabilities,	155,383 74
Other permanent investments,	354,375 29	Accrued interest on funded debt not yet payable,	18,750 00
Lands owned,	49,324 22		
Cash and current assets,	25,978 60		
Materials and supplies,	4,900 64		
Profit and loss,	74,057 21		
Grand total,	$2,524,495 74	Grand total,	$2,524,495 74

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company pays this company, forty per cent. of its net earnings, and ten per cent. of its gross receipts, also a proportion of the expenses of train messenger service.

The compensation allowed by the United States Government for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of the mails carried.

The Philadelphia and Reading and Lehigh Valley Railroad transact business at current rates on a percentage basis of mileage.

WILLIAMS VALLEY RAILROAD COMPANY

Date of organization: September 19, 1891, and by supplemental charter November 24, 1891.
By what authority incorporated: Act of April 4, 1868, and supplement May 13, 1876, etc.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. Jameson,	Bloomsburg, Pa.,	January, 1896.
A. F. Baker,	Norristown, Pa.,	do.
Henry S. Lehr,	Lykens, Pa.,	do.
Edw. Lebo,	Lykens, Pa.,	do.
J. W Durbin,	Williamstown, Pa.,	do.
Amos Lebo,	Williamstown, Pa.,	do.
Dr. E. F. Pbilips,	Tower City, Pa.,	do.
C. M. Kaufman,	Tower City, Pa.,	do.
Isaac Mossop,	Wiconisco, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.
Postoffice address of general office: Tower City, Schuylkill county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. Jameson,	Tower City, Pa.
Secretary,	C. M. Kaufman,	do.
Treasurer,	E. F. Philips,	do.
Auditor,	C. M. Kaufman,	do.
General Manager,	A. F. Baker,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Williams Valley Railroad,	Brookside, Pa.,	Lykens, Pa.,	12.00

COMPARATIVE GENERAL BALANCE SHEET.

ASSET	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$204,168 82	Capital stock,	$90,000 00
Cost of equipment,		Funded debt,	87,000 00
Stocks owned,		Current liabilities,	60,855 21
Cash and current assets,	52,384 18	Profit and loss,	18,697 79
Grand total,	$256,553 00	Grand total,	$256,553 00

WILMINGTON AND NORTHERN RAILROAD COMPANY.

Date of organization: January 18, 1877.

By what authority incorporated: Under law of General Assembly of State of Delaware, of February 22, 1877, and law of State of Pennsylvania of April 8, 1861.

If a consolidated company, name the constituent companies: The Wilmington and Northern Railroad Company of Pennsylvania, was merged with the Wilmington and Northern Railroad Company of Delaware.

Consolidated March 28, 1877, under Delaware act of February 22, 1877, and Pennsylvania acts of May 16, 1861; March 24, 1865, and April 10, 1869.

Name of original corporation, the Wilmington and Reading Railroad Company. Sold pursuant to decree of court.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
H. A. DuPont,	Wilmington, Del.	First Monday in May, 1896.	
George Brooke,	Birdsboro', Pa.,	do.	do.
Dr. Chas. Huston,	Coatesville, Pa.,	do.	do.
A. L. Foster,	Montchanin, Del.,	do.	do.
John S. Gerhard,	251 S. Fourth street, Philadelphia,	do.	do.
L. Heber Smith,	Joanna, Pa.,	do.	do.
W. S. Conner,	Woodbury, N. J.,	do.	do.

Date of last meeting of stockholders for election of directors: May 6, 1895.

Postoffice address of general office: Wilmington, Delaware.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. A. DuPont,	Wilmington, Del.
Secretary,	E. B. Shurter,	Wilmington, Del.
Treasurer,	A. G. McCausland,	Wilmington, Del.
Chief Engineer,	F. L. Hills,	Wilmington, Del.
Attorney for Delaware,	E. G. Bradford,	Wilmington, Del.
Attorney for Pennsylvania,	Wm. M. Hayes,	West Chester, Pa.
Auditor,	T. B. Townsend,	Wilmington, Del.
General Manager,	H. A. DuPont,	Wilmington, Del.

PROPERTY OPERATED.

NAMES.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.
Lines owned.			
Main Line	Wilmington, Del.,	Highs Junction, Pa.,	71.50
Wharf Branch	Junction with Main Line near Cedar St., Wilmington, Del.	W. and N. railroad wharf, Christiana river, with spur to Delaware Mills.	.60
Delaware River Extension Branch	Junction with Main Line, Beech street, Wilmington, Del.	W. and N. R. R. wharf, Delaware river.	3.70
South Walnut Street Branch	Junction with Delaware River Extension Branch at South Wilmington.	Market Street Bridge, South Wilmington.	1.07
Christian Avenue Branch	Junction with Delaware River Extension Branch at South Wilmington.	Third Street Bridge, South Wilmington	1.87
Kentmere Branch	Junction with Main Line near Silver Brook.	Kintmere, Del., with spur to Hagley, Del.	2.77
Rockland Branch	Montchanin, Del.,	Rockland, Del.,	1.00
French Creek Branch	Springfield, Pa.,	St. Peters, Pa.,	5.90
Lines operated under contract for passenger business only.			
Schuylkill and Lehigh railroad	Highs Junction, Pa.	Second and Cherry streets, Reading, Pa.	2.4
West Reading railroad	Second and Pine streets, Reading, Pa., junction with West Reading railroad.	Junction with Lebanon Valley railroad, P. & R. railroad station, Reading Pa.	1.47
Total mileage operated			92.30

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road	$2,207,377 68	Capital stock	$1,278,050 00
Cost of equipment	457,289 32	Funded debt	771,000 00
Stocks owned	38,650 00	Current liabilities	227,131 74
Cash and current assets	210,173 35	Accrued interest on funded debt not yet payable	4,837 50
Materials and supplies	56,823 88	Profit and loss	689,294 99
Grand total	$2,970,314 23	Grand total	$2,970,314 23

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company, for Wilmington and Northern express business.

Arrangement with United States Government for transporting mails.

Contracts with Philadelphia and Reading Railroad Company, Baltimore and Ohio Railroad Company and Pennsylvania Railroad Company, for interchange of business already filed by said companies.

Contract with Western Union Telegraph Company for Wilmington and Northern telegraph business.

WIND GAP AND DELAWARE RAILROAD COMPANY.

Date of organization: November 24, 1880.

By what authority incorporated: State of Pennsylvania. Under act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward Lewis,	Philadelphia,	Second Monday in January. 1896.
S. Shepperd,	do.	do. do.
E. Hill,	do.	do. do.
C. F. Howell,	do.	do. do.
E. W. Clark, Jr.,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Pardee,	Philadelphia.
Secretary, Treasurer,	S. Shepherd,	do.
Auditor,	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Wind Gap and Delaware Railroad.	Bangor, Pa.,	Saylorsburg, Pa.,	Central Railroad Company of New Jersey.	9.71

The Wind Gap and Delaware Railroad is operated by the Central Railroad Company of New Jersey, in connection with the Lehigh and Lackawanna Railroad, under an operating agreement.

The Central Railroad Company of New Jersey, paid as rental of the Lehigh and Lackawanna and Wind Gap and Delaware Railroads twenty-one per cent. of the gross receipts of the roads with a minimum rental of $18,000 per annum. Agreement is made for five years from January 1, 1893.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$179,241 66	Capital stock,	$100,000 00
Cash and current assets,	50,000 00	Current liabilities,	129,241 66
Grand total,	$229,241 66	Grand total,	$229,241

YOUGHIOGHENY AND ELIZABETH RAILROAD COMPANY.

Date of organization: April 12, 1883.

Under laws of what government or state organized: State Pennsylvania. Letters patent dated February 9, 1883.

Operated by Pittsburgh and Lake Erie Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
M. H. Taylor,	Erie, Pa.,	Fourth Tuesday in May, 1896.
J. S. Richards,	do.	do. do.
C. H. Strong,	do.	do. do.
Jas. Matthews,	do.	do. do.
Wm. Brewster,	do.	do. do.
W. A. Luce,	do.	do. do.
F. I. Kennedy.	do.	do. do.

Date of last meeting of stockholders for election of directors: June 10, 1895.

Postoffice address of general office: Erie, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	M. H. Taylor,	Erie, Pa.
Vice President,	J. S. Richards,	do.
Secretary,	W. A. Luce,	do.
Treasurer,	F. I. Kennedy,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

This company projects and has surveyed and located a standard gauge railroad a point on the Youghiogheny river, opposite Suterville, Pa., to a point on the Monongahela river at Elizabeth.

During 1883 one mile up Douglas run was graded by the company, the rails thereon being laid by the Pittsburgh, McKeesport and Youghiogheny Railroad, the Pittsburgh and Lake Erie Railroad Company, lessee.

The Pittsburgh and Lake Erie Railroad Company, lessee is responsible for maintenance and receives earnings if any.

YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Date of organization: August 16, 1881.

By what authority incorporated: Incorporated under "a supplement" passed June 8, 1874, to "An act to authorize the formation of railroad corporations," approved April 4, 1868.

Operated by the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick,	Pittsburg,	January 14, 1896.
John Walker,	do.	do.
Henry Phipps, Jr.,	do.	do.
H. M. Curry,	do.	do.
J. G. A. Leishman,	do.	do.
H. W. Barntraeger,	do.	do.
George Lander,	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1895.

Postoffice address of general office: No. 42 Fifth avenue, Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. C. Frick,	Pittsburg.
Secretary,	W. C. Magee,	do.
Treasurer,	G. B. Roswortb,	do.
Gen'l Solicitor, Attorney or Counsel,	W. F. McCook,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Yougbiogheny Northern Railway Company.	Broad Ford, Pa.,	Summit, Pa.,	Pittsburg, McKeesport and Youghiogheny Railroad.	$2\frac{223}{8280}$

The Youghiogheny and Northern Railway Company, leased to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, their entire line, April 1, 1883, for and during the term of fifty years, for a sum of money equal to one dollar per car for each freight car loaded with coal or coke transported over any portion of the railway by the Pittsburgh, McKeesport and Youghiogheny Railway, during the term of this lease.

The Pittsburgh, McKeesport and Youghiogheny Railroad Company are to make all returns to the State.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$400,000 00	Capital stock,	$400,000 00
Cash and current assets,	16,200 11	Current liabilities,	421 50
		Profit and loss,	15,778 61
Grand total.	$416,200 11	Grand total.	$416,200 11

YORK SOUTHERN RAILROAD COMPANY.

Date of organization: November 1, 1894.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. F. Walworth,	Cleveland, O.,	May 28, 1896.
J. C. Neville,	Bay City, Mich.,	do.
W. F. Bay Stewart,	York, Pa.,	do.
H. C. Niles,	York, Pa.,	do.
M. H. Housman,	Baltimore, Md.,	do.
Geo. P. Smyser,	York, Pa.,	do.
Chas. Adler,	Baltimore, Md.,	do.
Chas. I. Nea,	York, Pa.,	do.

Date of last meeting for election of directors: May 28, 1895.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. F. Walworth,	York, Pa.
Vice President,	J. C. Neville,	York, Pa.
Secretary,	M. H. Houseman,	Baltimore, Md.
Treasurer,	C. C. Frick,	York, Pa.
Auditor,	G. R. Rogers,	York, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
York Southern Railroad Company,	York, Pa.,	Peach Bottom, Pa.,	41

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	TOTAL.	LIABILITIES.	TOTAL.
Cost of road,	$1,000,764 95	Capital stock,	$600,000 00
Cash and current assets,	4,274 08	Funded debt,	399,950 00
Profit and loss,	1,576 93	Current liabilities,	6,665 96
Grand total,	$1,006,615 96	Grand total,	$1,006,615 96

STREET RAILWAY REPORT.

ALLENTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Morris L. Kauffman, President,	Allentown, Pa.
Jilson J. Coleman, Secretary, Treasurer,	Brooklyn, N. Y.
A. F. Walter, Manager,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Albert L. Johnson,	New York city.
Wilson J. Hartzell,	Allentown, Pa.
Jelson J. Coleman,	Yonkers, N. Y.
M. L. Kauffman,	Allentown, Pa.
Robt. E. Wright,	Allentown, Pa.

Operated by the Allentown and Lehigh Valley Traction Company.
General office, Allentown, Pa.
For information relating to this report, address Albert L. Johnson, New York City.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated March 29, 1865.

This road was originally operated by horses. On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company for 999 years, its track having been relaid and prepared for operation by electricity.

Route of road, streets occupied and connections: Begins at Seventeenth and Chew streets, Allentown, through Seventeenth to Gordon, through Gordon to Madison, through Madison to Chew, through Chew to Twelfth, through Twelfth to Hamilton, through Hamilton to Lehigh river and across same.

Branch on Seventh from Hamilton to Greene.

Branch from Second and Hamilton, through Second to Turner, through Turner to Ridge, through Ridge to Tilghman, through Tilghman to Front, through front to city limits, thence over private property and public roads through Whitehall township, Lehigh county, to borough of Catasauqua, thence in Catasauqua on Ridge road, and through Front street to northern limit of borough.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant,	$400,000 00	Capital stock,	$200,000 00
		First mortgage bonds,	200,000 00
Total,	$400,000 00	Total,	$400,000 00

ALLENTOWN AND BETHLEHEM RAPID TRANSIT COMPAY.

OFFICERS.

NAMES.	RESIDENCES.
Robert E. Wright, President	Allentown, Pa.
Wilson J. Hartzell, Secretary, Treasurer, Auditor.	do.
A. F. Walter, Manager	do.
F. S. Drake, Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
Robert E. Wright	Allentown, Pa.
Wilson J. Hartzell	Allentown, Pa.
Albert L. Johnson	New York city.
Jilson J. Coleman	Brooklyn, N. Y.
George O. Albrigbt	Allentown, Pa.
Morris L. Kauffman	Allentown, Pa.
A. F. Walter	Allentown, Pa.

Operated by the Allentown and Lehigh Valley Traction Company.

What road or roads are leased to and operated by your company: Allentown Passenger Railway, Allentown and Bethlehem Street Railway, Bethlehem and South Bethlehem Street Railway.

For information relating to this report, address Albert L. Johnson.

What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 4, 1891, under the motive power. Act of March 22, 1887.

On May 29, 1891, this company leased for 999 years the following properties, viz: Allentown Passenger Railway, Bethlehem and Allentown Street Railway, Bethlehem and South Bethlehem Street Railway.

The Allentown and Bethlehem Railway Traction Company built a power plant and furnished a complete equipment for its leased lines. Began operations July 1, 1891.

Route of road, streets occupied and connections: All the roads of the following street railway companies and none other on whose reports a detailed description of routes is given, viz: Allentown Passenger Railway, Allentown and Bethlehem Street Railway, Bethlehem and South Bethlehem Street Railway.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant	$2,100,000 00	Capital stock	$1,400,000 00
		Bonds	700,000 00
Total	$2,100,000 00	Total	$2,100,000 00

IMPORTANT CHANGES DURING THE YEAR.

Under various leases and contracts dated January 1, 1895, this company is now operated by the Allentown and Lehigh Valley Traction Company.

ALLENTOWN AND LEHIGH VALLEY TRACTION COMPAY.

OFFICERS.

NAMES.	RESIDENCES.
Albert L. Johnsdn, President	New York city.
A. F. Walter, Secretary. Treasurer, Manager,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Albert L. Johnson,	New York city.
A. F. Walter,	Allentown, Pa.
Jelson J. Coleman,	Yonkers, N. Y.
W. J. Hartzell,	Allentown, Pa.
M. L. Kauffman,	Allentown, Pa.
Tom. L. Johnson,	Cleveland, O.
Robt. E. Wright,	Allentown, Pa.

General offices of the company at Allentown, Pa.

For information relating to this report, address Albert L. Johnson.

What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 31, 1893.

Incorporated under motor power company act of March 22, 1887.

This company is now operating (under various leases and contracts) the roads of the following street railway companies, namely: The Allentown Passenger Railway Company, the Bethlehem and Allentown Street Railway Company, the Bethlehem and South Bethlehem Street Railway Company and the Catasauqua and Northern Street Railway Company and the Lehigh Valley Traction Company. They are all being operated as one consolidated system and have been so operated since February, 1894.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Investments,	$3,593,075 14	Capital stock,	$4,000,000 00
Capital stock in treasury,	2,500,000 00	First mortgage bonds,	1,250,000 00
First mortgage and consolidated bonds in treasury and with trustees,	2,080,000 00	Consolidated,	2,000,000 00
		Unfunded debt,	667,266 82
		Purchase account at B. R. T. Co.,	235,000 00
Accounts receivable,	29,782 59	Sundry accounts,	24,762 93
Supply, suspense account,	24,811 93	Undivided profits,	56,105 37
Cash,	5,465 46		
Total,	$8,233,135 12	Total,	$8,233,135 12

IMPORTANT CHANGES DURING THE YEAR.

Under various leases and contracts this company since January 1, 1895, has been operating the system of street railways, which were until that time operated by the Allentown and Bethlehem Rapid Transit Company.

ALLEGHENY TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. B. Hill, President,	Allegheny, Pa.
A. N. Neeper, Secretary, Treasurer.	Pittsburgh.
G. F. Greenwood, General Manager,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
George B. Hill,	Allegheny, Pa.
C. L. Magee,	Pittsburgh.
Joshua Rhodes,	Allegheny, Pa.
Fred. Gwinner,	Allegheny, Pa.
J. D. Nicholson,	Pittsburgh.

Date of annual meeting for the election of directors: First Monday in August.

What road, or roads, are leased to and operated by your company: Transverse Passenger Railway Company, Millville, Etna and Sharpsburg Street Railway Company.

General offices of the company at Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated July 23, 1889, with a capital stock of $350,000, and leased from the Citizens' Traction Company, the owner thereof the Transverse Passenger Railway Company.

On April 9, 1894, the company leased and agreed to operate the railway of the Millvale, Etna and Sharpsburg Street Railway Company.

In June, 1894, the capital stock of the company was increased to $500,000.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Transverse Leased Line. Beginning at Grant and Water streets, Pittsburgh, along Water to Wood street, along Wood to Liberty avenue, to Sixteenth street, Sixteenth street to Northern Liberties bridge crossing Allegheny river, to Chestnut street in Allegheny City, along Chestnut street to Spring Garden avenue, Spring Garden avenue to city line.

Branch commencing at Sixth avenue and Wood street, Pittsburgh, thence along Sixth avenue to Smithfield street, to main line at Liberty avenue; also branch from Sixth avenue and Wood street, along Sixth avenue to and crossing Liberty avenue, to Seventh street, thence down Seventh street to North Side bridge, also branch on Liberty avenue from Sixth avenue to Market street.

Connections with Pittsburgh and Birmingham Central, Citizens and Duquesne Traction Companies, Second Avenue, South Side, Federal street, Pleasant Valley and Millvale, Etna and Sharpsburg Street Railway Companies.

Millvale, Etna and Sharpsburg Street Railway Company Leased Line. Beginning at Chestnut and Liberty streets, Allegheny, by Liberty street to East Ohio street, to city line, to Allegheny and Butler Plank Road and Freeport and Bridge streets, to the line of the borough of Etna, to North Main street, Sharpsburg, to Sixth street, to Clay street, to Thirteenth street, to Middle street, to Nineteenth street, to borough line, with branches beginning at Allegheny and Butler Plank Road, in Millvale, at Grant avenue, by Grant avenue to Hooker street, to Lincoln avenue, to main line on Allegheny and Butler Plank Road, also in Millvale, beginning at Hooker street and Lincoln avenue, by Hooker street to Klapper street, to Evergreen Plank Road (Girty's Run Road), to Etna street, to borough line, also branch in Etna, beginning at Allegheny and Butler Plank Road and Freeport streets, thence along said plank road to Butler, Pike or Grant avenue, thence to borough lines.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$160,534 85	Capital stock,	$500,000 00
Franchises,	335,000 00	Guarantee by Allegheny Traction Company of funded debt of Millvale, Etna and Sharpsburg Street Railway Company,	750,000 00
Millvale, Etna and Sharpsburg Street Railway Company stock,	750,000 00	Bills payable,	166,143 91
Millvale, Etna and Sharpsburg Street Railway Co. bonds (unsold),	150,000 00	Construction contract and lease of Millvale, Etna and Sharpsburg Street Railway Company,	743,756 39
Real estate,	12,500 00	Fire loss,	10,885 35
Construction of Millvale, Etna and Sharpsburg Street Railway Company and Allegheny Traction Co.,	507,221 23		
Equipment,	73,376 11		
General Expenses Millvale, Etna and Sharpsburg Railway Co.,	3,842 31		
Allegheny and Butler Plank Road Company,	2,113 33		
Cash,	3,738 86		
Accounts receivable,	93 17		
Profit and loss,	170,365 79		
Total,	$2,170,785 65	Total,	$2,170,785 65

ALTOONA AND LOGAN VALLEY ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Lloyd, President,	Altoona, Pa.
C. A. Buch, Secretary, Treasurer,	do.
W. S. Duckett, Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Lloyd,	Altoona, Pa.
A. C. Shand,	do.
M. H. Canon,	do.
Cornelius Campbell,	do.
Wm. P. Smith,	do.

General offices of the company at Altoona, Pa.

For information relating to this report, address C. A. Buch, secretary and treasurer, Altoona, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organ'zed December 10, 1892. Chartered December 12, 1892. Work started in January, 1893. Line from Twelfth street bridge, Altoona, to Hollidaysburg, completed June 12, 1893, a distance of about seven and one-half miles. Line from Sixth avenue and Road street, Altoona, to Red Bridge junction, through Juniata to Opera House, Altoona, a distance of about three miles, completed in October, 1893. Line from Red Bridge junction to Opera House, Bellwood, a distance of five miles, completed July 1, 1894.

Double track from power house to Campus Ridge, about 9,000 feet, completed June, 1894. Extension from public square, Hollidaysburg, to passenger station, Gaysport, about 1,100 feet, completed July, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at public square, Hollidaysburg, in county of Blair, over and along Allegheny street in said borough, eastward to Penn street, thence over over and along said Penn street to borough line, thence along public road to city of Altoona, thence over and along Fifth avenue in said city to Thirteentb street, thence over and along said Thirteenth street to Nintb avenue, tbence over and along Ninth avenue to Twelfth street. Altoona brancb beginning at city line and Broad street, Altoona, extending over and along said Broad street to Millville, a distance of about 2,800 feet, connecting witb City Passenger Railway at Broad street, at Twenty-sixth street and Union avenue and Eightb avenue and Tbirteenth street. Also from Road street and Sixth avenue, Altoona, along public road to Red Bridge junction, to Juniata and thrcugh the borough to First street and Chestnut avenue, Altoona, along First street to Lexington avenue, along Lexington avenue to Fourth street, along Fourth street to Howard avenue, along Howard avenue to Ninth street, along Ninth street to Eleventh avenue, along Eleventh avenue to Eleventh street, connecting with City Passenger Railway at First street and Chestnut avenue, at opera house on Eleventh street and in Juniata. Also a branch from Red Bridge junction along public road and througb lands acquired to opera house, Bellwood. Also a brancb from public square, Hollidaysburg, to passenger station, Gaysport.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cost of road, real estate, right of way and equipment,	$573,130 72	7,407 shares capital stock,	$370,350 00
3,491 shares city passenger railway stock,	257,791 84	Funded debt outstanding,	490,000 00
1,200 shares Lakemont Park Company stock,	60,000 00	Bills payable,	38,557 09
Balance account bonds less than par,	18,575 34	Current accounts,	3,116 60
Accounts assets,	18,281 52	Contingent fund,	215 25
Cash assets,	8,035 20	Sinking fund,	5,000 00
		Profit aud loss,	28,575 68
Total,	$935,814 62	Total,	$935,814 62

ASHLAND, LOCUST DALE AND CENTRALIA RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Dallas Sanders, President,	Philadelpbia.
Jno. A. Johnson, Secretary,	do.
Jno. A. Johnson, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Dallas Sanders,	Philadelpbia.
W. F. Harrity,	do.
Spencer Irwin,	do.
Jno. A. Johnson,	do.
E. A. Ballard,	do.

Date of annual meeting for the election of directors: Second Monday in January.
By whom is the road operated: Schuylkill Traction Company.
General offices of the company at Girardville, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated November 11, 1892, under general law. Leased to Schuylkill Traction Company for 999 years for $100 per year and operating expenses.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Centre street, Ashland.

ASPINWALL STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. B. Jackson, President	Pittsburgh.
J. G. Bright, Secretary	do.
Nathanial Holmes, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. B. Jackson	Pittsburgh.
J. J. Donnell	do.
J. G. Holmes	do.
W. R. Holmes	do.
Geo. C. Wilson	do.

By whom is the road operated: Citizens' Traction Company.
General offices of the company at Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered August 26, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at a point in O'Hara township, Allegheny county, where the line of the Citizens' Passenger Railway now ends on the Freeport road, then along said Freeport road to a point thereon at Russes' Grove, in the county and State aforesaid.

BEAVER VALLEY STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Theo. P. Simpson, President	Beaver Falls, Pa.
A. R. Leyda, Secretary, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
Theo. P. Simpson,	Beaver Falls, Pa.
J. C. Whitla,	Beaver Falls, Pa.
A. R. Leyda,	Beaver Falls, Pa.
A. M. Jolly,	Beaver Falls Pa.
W. R. Kimball,	Cincinnati, Ohio.
W. W. Hazzard,	Cleveland, Ohio.

Date of annual meeting for election of directors: Second Monday January.
By whom is the road operated: The Beaver Valley Traction Company.
With what other companies consolidated: Central Electric Railway Company.
Date of consolidation: Novemher 24, 1891.
General offices of the company at Beaver Falls, Pa.
For information relating to thls report, address A. R. Leyda, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized September 17, 1884. Charter granted October 4, 1884. Constructed and opened for traffic July 4, 1885.

CHARACTERISTICS OF ROAD.

Route of road, streets occupled and connectlons: White township along public highway to line of Beaver Falls horough, thence along Elghth avenue to Seventeenth street, thence to Seventh avenue, along Seventh avenue to Brighton hridge, across said hridge and within the borough of New Brighton, along Bridge street to Broadway, thence to Main street, thence to Pearl street, and thence from intersection of Main and Pearl streets, along Pearl street to terminus, near the Pittsburgh, Fort Wayne and Chicago railroad station in New Brighton. Connects with Central Electric Street Railway, Pearl and Main streets, New Brighton, Pa.

BEAVER VALLEY TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John M. Buchanan, President,	Beaver, Pa.
H. S. McConnel. Vice President,	Beaver Falls, Pa.
A. D. Long, Secretary,	Rochester, Pa.
Stephen P. Stone, Treasurer,	Beaver, Pa.
F. O. Mason, General Superintendent,	Rochester, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
John M. Buchanan,	Beaver, Pa.
Theodore P. Simpson,	Beaver Falls, Pa.
John C. Whitla,	Beaver Falls, Pa.
A. R. Leyda,	Beaver Falls, Pa.
A. M. Jolly,	Beaver Falls, Pa.
H. S. McConnell,	New Brighton, Pa.
Robert S. Kennedy,	New Brighton, Pa.

Date of annual meeting for election of directors: Flrst Monday February.
What road, or roads, are leased to and operated hy your company: Beaver Valley Street Railway and Central Electric Railway.
General offices of the company at Beaver Falls, Pa.
For information relating to this report, address A. D. Long, secretary.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted June 29, 1891, for supplying motive power and operating passenger railways. July 5, 1891, agreement entered into by and between the Beaver Valley Traction Company and the Beaver Valley Street Railway Company and the Central Electric Street Railway for the term of 999 years to maintain and operate the railways of the said companies together as one system.

Power station and electrical equipment (T. H. Co. system), for supplying motive power was completed and roads opened for business November, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: See reports of Beaver Valley Street Railway and Central Electric Street Railway. People's Street Railway of Rochester connects with the Central Electric Railway at Rochester junction, near Sharon bridge, Rochester township.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets, the single fare beyond junction,	0 10
Through tickets in books of fifty sold for $4.25 book,	4 25
Through tickets in books of forty-six, school, monthly, $3.25 book,	3 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Investments, Beaver Valley Street Railway stock,	$140,000 00	Capital stock,	$300,000 00
Investments, Central Electric Street Railway stock,	110,000 00	Bonds payable,	150,000 00
Construction and equipment, original contract,	150,000 00	Bills payable,	75,165 69
Betterments, track construction and paving,	92,105 91	Accounts payable,	10,292 78
Betterments, overhead construction,	2,136 27	Surplus,	14,505 92
Power station, additional equipment,	5,188 02	Profit and loss,	6,861 14
Car equipment, additional equipment,	19,139 59		
Tools,	891 36		
Office furniture and fixtures,	703 16		
Buildings, on lease ground,	1,049 62		
Power house and real estate,	13,386 51		
Steam plant,	18,692 99		
Junction park,	1,152 55		
Cash at dispatcher's office,	75 70		
Accounts received,	1,641 85		
Cash in treasury,	662 00		
Total,	$556,825 53	Total,	$556,825 53

STOCKS AND DIVIDENDS.

Balance for the year, or surplus,	$6,861 14
Surplus at commencement of the year,	14,505 92
Total surplus,	$21,367 06

IMPORTANT CHANGES DURING THE YEAR.

Six new car trucks and motor car equipments. June 1 commenced the relaying of two and one-fourth miles of thirty-eight inch girder rail with seven inch eighty pound girder rail.

One additional eighty horse power G. E. generator September, 1894.

BELLEFIELD STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
G. W. Elkins, President,	Pittsburgh.
Jos. Stuart, Secretary,	Allegheny, Pa.
Wm. L. Elkins, General Manager,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
G. W. Elkins,	Pittsburgh.
Wm. L. Elkins,	Pittsburgh.
Jos. Stuart,	Allegheny, Pa.
John G. Traggardh,	Pittsburgh.
Geo. C. Wilson,	Pittsburgh.

Date of annual meeting for the election of directors: September 7th.
By whom is the road operated: Duquesne Traction Company.
General offices of the company at Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Bellfield Street Railway Company was chartered September 6, 1892.
The line has been constructed as a part of the Duquesne Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Centre avenue and Craig street, thence along Centre avenue to Herron avenue, returning same way.

BETHLEHEM AND ALLENTOWN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Morris L. Kauffman, President,	Allentown, Pa.
Jilson J. Coleman, Secretary, Treasurer,	Brooklyn, N. Y.
A. F. Walter, Manager,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Albert L. Johnson,	New York City.
W. J. Hartzell,	Allentown, Pa.
Jilson J. Coleman,	Yonkers, N. Y.
M. L. Kauffman,	Allentown, Pa.
Robert E. Wright,	Allentown, Pa.

By whom is the road operated: Allentown and Lehigh Valley Traction Company.
General offices of the company at Allentown, Pa.
For information relating to this report, address Albert L. Johnson, New York City.
What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated October 29, 1889.
This road was built for operation by electricity on May 29, 1891. It was leased to the Allentown and Bethlehem Rapid Transit Company for 999 years.
Road opened for travel August 1, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Begins at village of East Allentown at east end of county bridge over Lehigh river and extends through Hanover township, Lehigh county, along Allentown and Bethlehem turnpike, to and through borough of West Bethlehem, on Broad street, to middle of Broad street bridge, on eastern line of borough of Bethlehem, on Broad street, connecting at eastern terminus with Bethlehem and South Bethlehem Street Railway, and western terminus with Allentown Passenger Railway.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant	$200,000 00	Capital stock,	$100,000 00
		First mortgage bonds,	100,000 00
Total,	$200,000 00	Total,	$200,000 00

BETHLEHEM AND SOUTH BETHLEHEM STREET RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
Morris L. Kauffman,	President,	Allentown, Pa.
Jilson J. Coleman,	Secretary,	Brooklyn, N. Y.
	Treasurer,	
A. F. Walter,	Manager,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Albert L. Johnson,	New York city.
W. J. Hartzell,	Allentown, Pa.
Jilson J. Coleman,	Yonkers. N. Y.
M. L. Kaufman,	Allentown, Pa.
Robert E. Wright,	Allentown, Pa.

By whom is the road operated: Allentown and Lehigh Valley Traction Company.
General offices of the company at Allentown, Pa.
For information relating to this report, address Albert L. Johnson.
What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated November 18, 1889.

On May 29, 1891, it was leased to Allentown and Bethlehem Rapid Transit Company for 999 years. It was partially opened for operation August 1, 1891, and is now in complete operation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Connect with Bethlehem and Allentown Street Railway, commencing at western terminus of Broad street in Bethlehem, thence eastwardly on Broad street to Linden street, thence north on Linden street to fair grounds.

Branch from Broad and Main streets, south on Main street to Church street, thence eastwardly on Church street to New street, thence southwardly on New street across Lehigh river to Fourth street, South Bethlehem, thence westwardly through Fourth street to Emaus road.

Branch from corner Church and New streets, north on New street to Broad street.

Branch from corner Second and New streets, west on Second to Philadelphia and Reading Railroad station.

Branch from corner Second and New streets, east on Second to Elm street, through Elm street to Third street, through Third street to Oak street, through Oak street to Second street.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant,	$400,000 00	Capital stock,	$200,000 00
		First mortgage bonds,	200,000 00
Total,	$400,000 00	Total,	$400,000 00

BLAKELY AND DICKSON TRACTION STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. H. Noblet, President,	Philadelphia.
S. D. Pettit, Secretary, Treasurer,	Scranton.

DIRECTORS.

NAMES.	RESIDENCES.
J. H. Noblet,	Philadelphia.
George A. Fletcher,	Philadelphia.
John A. Brill,	Philadelphia.
William Walker,	Mayfield, Lackawanna county, Pa.
S. D. Pettit,	Scranton, Pa.
Alfred N. Chandler,	Philadelphia.

By whom is the road operated: Scranton and Carbondale Traction Company.
General offices of the company at 1131 Chestnut street, Philadelphia.
For information relating to this report, address P. S. Beckmore, Room 511, Bullitt Building.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered June 21, 1892. Leased March 30, 1893, to Scranton and Carbondale Traction Company. Road constructed during summer 1893. Opened for traffic October 7, 1893. Scranton and Carbondale Traction Company owns nearly all capital stock.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Providence and Carbondale turnpike from a connection in borough of Archibald with Carbondale Traction Company, to a connection with the Scranton Traction Company at Scranton, passing through the boroughs of Blakely and Dickson.

BLOOMFIELD STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Joshua Rhodes, President,	Allegheny City, Pa.
J. G. Traggard, Secretary,	Pittsburgh.
Wm. L. Elkins, Manager,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
Joshua Rhodes,	Allegheny City, Pa.
J. G. Traggard,	Pittsburgh.
Geo. M. Von Bonhurst,	Pittsburgh.
W. H. Seif,	Pittsburgh.
W. H. McAdams,	Pittsburgh.

Date of annual meeting for election of directors: May 11th.
By whom is the road operated: Pittsburgh Traction Company.
General offices of the company at Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered by letters patent dated May 9, 1892.

On August 1, 1893, a lease of all the property and franchises of the company was made to the Pittsburg Traction Company for 999 years, which company (Pittsburgh Traction Company) has operated the road since date of lease.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the corner of Fifth avenue and Neville street, thence by way of Neville Centre, Millvale and Liberty avenues to Penn avenue, returning same route.

BRADFORD AND KENDALL PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. T. Wales, President,	Syracuse, N. Y.
M. F. King, Secretary,	Bradford, Pa.
G. S. Wales, Treasurer,	Syracuse, N. Y.
M. F. King, General Superintendent,	Bradford, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
G. S. Wales,	Syracuse, N. Y.
W. S. Wales,	Syracuse, N. Y.
M. F. King.	Bradford.
J. G. Fisher,	Bradford.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Bradford and Kendal Railway Company.
General offices of the company at Bradford, Pa.
For information relating to this report, address W. S. Wales, Syracuse, New York.
What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized March 15, 1879.
Constructed same year.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commences at intersection of Main street with Mechanic street, running along Main street and East Main street to the American House, a distance of about one and one-half miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25
School, twelve sold for	0 40

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash on hand,	$25 82	W. S. Wales,	$749 80
Cash in hands of drivers.	11 00		
Cash in bank,	1 69		
Construction account,	166 37		
Equipment account.	199 50		
Coal account,	17 40		
Profit and loss,	328 02		
Total,	$749 80	Total,	$749 80

CARBONDALE TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Henry B. Jadwin, President,	Carbondale, Pa.
Jas. M. Nicol, Secretory, Treasurer,	Carbondale, Pa.
Thos. Aubrey, Audltor,	Scranton. Pa.
John W. Aiken, General Manager,	Carbondale, Pa.

DIRECTORS.

NAMES.	RESIEENCES.
John W. Altken,	Carbondale, Pa.
Geo. Carragan,	Bayonne, N. J.
Edwin Corey,	Unlondale, Pa.
Henry J. Brennan,	Carbondale, Pa.
James M. Nicol,	Carbondale, Pa.
Dr. T. D Davis,	Jermyn, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Lackawanna Valley Rapid Transit Company.
General offices of the company at Carbondale, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered under general law March 4, 1892; $100.000 capital increased same year to $150,000; capital stock was increased to $200,000 in 1894, and the bonded indebtedness from $150,000 to $200,000, the line being extended through the borough of Archbald to the borough of Blakeley.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Road commences at Simpson, in Tell township, thence by Bellmont road to Carbondale City, thence through said city by Bellmont, Canaan, Church, Salem avenue, Main, Eighth avenue, Brooklyn, right of way of N. Y. C. & W., Cottage street, to Carbondale township, thence by Providence and Carbondale turnpike crossroad, and a prolongation of Lackawanna avenue from Mayfield borough to Mayfield borough, then through said borough to Lackawanna avenue, Poplar street, Main street, to Jermyn, then through Jermyn to Main street, to Archbald, thence to Archbald (Miles' hotel).

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of sixty sold for	3 00

THE CARBON COUNTY ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. C. Godshall, President	Philadelphia.
H. B. Clemmer, Vice President	do.
B. Dewitt, Secretary. Treasurer	do.
J. A. Bunnell, General Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
A. C. Godshall	Lansdale, Pa.
A. B. Clemmer	725 West Cumberland street, Philadelphia.
Richard Greenwood	3076 Frankford Road.
Mahlon R. Smartley	North Wales. Pa.
Edward Filemyr	1001 North Second street, Philadelphia.
E K. Freed	North Wales, Pa.
David Kuntz	Treichlers, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The Carbon County Electric Railway Company.

General offices of the company at No. 14, Chamber of Commerce, 133 South Second street, Philadelphia.

For information relating to this report, address B. Dewitt, secretary and treasurer, No. 14. Chamber of Commerce, Philadelphia.

What kind of power is used for propelling the cars on your road: Electric power, generated by water power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Upon January 28, A. D. 1892, Ambrose B. Clemmer, Richard Greenwood, Mahlon R. Smartley, Harvey Barton and Barnabas Dewitt, all citizens of the State of Pennsylvania, executed articles of association of the Carbon County Electric Railway Company. Said company to exist for 999 years, to build, equip and operate a railway ten miles in length from Weissport to Lehighton, to Packerton, to Mauch Chunk, through the main streets of lower, upper and east Mauch Chunk and thence to Glen Onoko.

Charter was granted February 4, 1892.

Construction partially completed and operations commenced September 5, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commences at Mansion House, Mauch Chunk, on Susquehanna streeet, north on said Susquehanna street to Broadway street, thence east on Broadway street Stoanbinger's hotel, thence north and on private property along side the mountain to Cenetre streeet, where it intersects with switchback railroad in Upper Mauch Chunk, thence east on said Centre street to switchback depot, also east on Broadway to Lehigh street, thence north along said streeet to the bridge crossing Lehigh river to East Mauch Chunk, thence over said bridge to East Mauch Chunk, along River street to Centre street, thence along Centre street to Sixth street.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Unpaid assessments,	$14,860 00	Capital stock,	$60,000 00
Construction account,	60,672 69	Funded debt,	17,000 00
Equipment account,	32,408 59	Unfunded debt,	39,640 50
Material on hand,	500 00		
Office fixtures,	90 92		
Bills receivable,	699 38		
Profit and loss,	6,842 10		
Cash,	566 82		
Total,	$116,640 50	Total,	$116,640 50

CATASAUQUA AND NORTHERN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
M. L. Kauffman, President,	Allentown, Pa.
Jilson J. Coleman, Secretary, Treasurer,	Brooklyn, N. Y.
A. P. Walter, Manager,	Allentown, Pa.
F. S. Drake, Superintendent,	Allentown, Pa

DIRECTORS.

NAMES.	RESIDENCES.
M. L. Kauffman,	Allentown, Pa.
Jilson J. Coleman,	Brooklyn, N. Y.
Albert L. Johnson,	New York, N. Y.
Wilson J. Hartzell,	Allentown, Pa.
Robert E. Wright,	Allentown, Pa.

By whom is the road operated: Allentown and Lehigh Valley Traction Company.
General offices of the company at Allentown, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, April 11, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at a point on Third street near the northern borough limits of Catasauqua and connecting with the tracks of the Allentown Passenger Railway Company, extending thence in a general northwardly direction on public roads and private rights of way through Allen township and through the villages of Northampton and Siegfried.

From same point of beginning over private right of way to and across the Lehigh river over jointly constructed bridge, then on public roads through Hakendauqua to the borough line of Coplay.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant,	$50,000 00	Capital stock,	$50,000 00

THE CATHARINE AND BAINBRIDGE STREET RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
George W. Elkins, President	Philadelphia.
D. W. Dickson, Secretary	do.
D. W. Dickson, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
George W. Elkins	Philadelphia.
David H. Lane	do.
George D. Widener	do.
Clay Kemble	do.
John B. Peddle	do.

Date of annual meeting for election of directors: Second Monday of January of each year.
By whom is the road operated: The Philadelphia Traction Company.
General offices of the company at northwest corner of Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 14, 1889.
Leased to Philadelphia Traction Company for the term of 99 years, from March 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Depot Forty-fourth and Columbia avenue. From Elm avenue on Forty-fourth street to Lancaster avenue, to Thirty-third, to Woodland avenue, to Walnut, to Twenty-second, to Bainbridge, to Front, to Catherine, to Twenty-third, to Walnut, to Woodland, to Thirty-third, to Lancaster avenue, to Forty-fourth, to place of beginning.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash	$2,391 01	Capital stock	$150,000 00
Construction	724,543 64	Bonds	150,000 00
Equipment	57,763 60	Open account	484,698 25
Total	$784,698 25	Total	$784,698 25

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: September 1, 1894, $4,500; March 1, 1895, $4,500; six per cent. on par value of capital stock.

CENTRAL ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Stephen P. Stine, President,	Beaver, Pa.
A. R. Leyda, Secretary,	Beaver Falls, Pa.
Theodore P. Simpson, Treasurer,	Beaver Falls, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
John C. Whitla,	Beaver Falls, Pa.
A. M. Jolly,	Beaver Falls, Pa.
John H. Elliott,	Beaver Falls, Pa.
A. R. Ledy,	Beaver Falls, Pa.
S. P. Stine,	Beaver, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Beaver Valley Traction Company.
General offices of the company at Beaver Falls, Pa.
For information relating tothis report, address A. R. Leyda, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted November 6, 1890. July 3, 1891, contract made for construction of the road. Work completed and road opened for business November 24, 1891, by the Beaver Valley Traction Company, lessees. July 5, 1891, agreement entered into, by and between Central Electric Street Railway Company and the Beaver Valley Traction Company, for the term of 999 years, to maintain and operate the railway of the said Central Electric Street Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of Pearl and Main streets, New Brighton, Pa., thence along Main street to public road, leading from the borough of New Brighton to Rochester, Pa., thence south along said road to the borough of New Brighton and Rochester township to intersction thereof with public road leading to Sharon bridge, thence along said road and over said bridge into and through borough of Bridgewater to Water street, thence south along Water street in said borough to Bridge street, thence along Bridge street to line between Bridgewater and the borough of Beaver, Pa., thence along public road or streeet to Beaver to Third street in said borough, thence along Third street to the intersection thereof with Buffalo streeet in said borough of Beaver, Pa.

THE CENTRAL TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. I. Whitney, President,	Pittsburgh.
T. A. Gillespie, Vice President,	do.
Geo. L. Herron, Secretary,	do.
Geo. F. Wright, Treasurer,	do.
W. C. Smith, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. I. Whitney,	Pittsburgh.
T. A. Gillespie,	Pittsburgh.
Henry G. Brown,	Pittsburgh.
J. R. McGinley,	Pittsburgh.
A. W. Herron,	Pittsburgh.
Calvin Wells,	Allegheny, Pa.
A. W. Duff,	Pittsburgh.

Date of annual meeting for election of directors: Second Tuesday of February.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address George L. Herron, Thirty-third street and Madison avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered December 21, 1888.

Construction commenced about January 1, 1889. Cable road started about March 1, 1890. Central avenue electric line started March 3, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Cable beginning at car barn corner of Herron avenue and Thirty-third street, thence by Herron avenue to Wylie avenue, to Sixth avenue, to Wood street, to Fourth avenue, to Front street, to Webster avenue, to Sixth street (or High), to Wylie avenue, to Herron avenue, to car barn, corner of Thirty-third street.

Electric beginning at car barn, corner of Herron avenue and Thirty-third street, thence by Herron avenue to Centre, to Fulton street, to Wylie avenue, to Sixth street, to Wood street, to Fourth avenue, to Grant street, to Webster street or avenue, to Sixth, to Wylie, to Fulton street, to Centre avenue, to Herron avenue, to car barn, corner of Thirty-third street.

Connecting with Pittsburgh Traction Company, Duquesne Traction Company, Pittsburgh and Birmingham Traction Company, Federal street and Pleasant Valley Passenger Railway Company, Allegheny Traction Company, Second Avenue Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of one hundred sold for	4 75

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment,	$1,323,697 75	Capital stock,	$898,892 50
Real estate,	92,313 87	Bonds payable,	500,000 00
Cash,	1,954 06	Sundry accounts payable,	17,104 45
Sundry accounts receivable,	13,754 42	Loss and gain,	45,723 15
Treasury bonds,	30,000 00		
Total,	$1,461,720 10	Total,	$1,461,720 10

THE CENTENNIAL PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
D. C. Golden,	President,	Philadelphia.
Thos. B. Foot,	Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
R. N. Carson,	Philadelphia.
W. H. Shelmerdine,	do.
J. Levering Jones,	do.
Caleb F. Fox,	do.
E. J. Matthews,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at Eighth and Dauphin streets, Philadelphia, Pa.

For information relating to this report, address Thomas P. Foote, treasurer, Eighth and Dauphin streets, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 20, 1889. The road was constructed and operation commenced by the People's Passenger Railway Company under an agreement dated April 21, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Twenty-fifth street and Fairmount avenue, north on Twenty-fifth to South College avenue, on South College avenue to West College avenue, on West College avenue to Girard avenue, on Girard avenue to Twenty-sixth street, south on Twenty-sixth streeet to Perot street, east on Perot street to Twenty-fifth street, south on Twenty-fifth street to Fairmount avenue.

CHELTEN AVENUE RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. C. Golden, President,	Philadelphia.
Thos. B. Foot, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
R. N. Carson,	Philadelphia.
W. H. Shelmerdine,	do.
J. Levering Jones,	do.
Caleb F. Fox,	do.
E. J Mathews,	do.

By whom is the road operated: Chelton Avenue Passenger Railway Company to March 1, 1895.

With what other companies consolidated: After April 1, 1895, with People's Passenger Railway Company.

General offices of the company at Philadelphia.

What kind of power is used for propelling the cars on your road: Horses to March 6, 1895. Electricity since March 6, 1895.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 20, 1889.

The road was opened and horse cars commenced running July 12, 1882.

Electric cars began running March 1, 1895.

26-8 97

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Double track on Rittenhouse street from Wissahickon avenue to Pulaski avenue, to Chelton avenue, on Chelton avenue to Stenton avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$62,925 60	Capital stock	$3,900 00
Equipment,	9,193 54	Unfunded debt,	93,756 54
Real estate,	14,774 67		
Profit and loss,	10,762 73		
Total,	$97,656 54	Total,	$97,656 54

CHESTNUT HILL AND NORRISTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
James Rawle, President,		Philadelphia.
Fletcher Pearson,	Secretary,	do.
	Treasurer,	

DIRECTORS.

NAMES.	RESIDENCES.
James Rawle,	Philadelphia.
George Martin Brill,	do.
Luther S. Bent,	do.
John A. Brill,	do.
Fletcher Pearson,	do.

Date of annual meeting for the election of directors: April 1, 1893.

By whom is the road operated: Manayunk and Roxborough Inclined Plane and Railway Company.

General offices of the company at Roxborough, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued March 20, 1893.

Road constructed and in operation from Chestnut Hill to Plymouth, on Germantown and Perkiomen turnpike and on Spring Mill road to terminal of Manayunk and Roxborough Inclined Plane and Railway Company.

In course of construction from Plymouth to Norristown or Germantown and Perkiomen turnpike, Hallowell avenue, Sandy Hill road.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From convent at Chestnut Hill along the Germantown and Perkiomen turnpike to Plymouth, meeting with an extension at Barren Hill, along the Spring Mill road to the Ridge turnpike, and southward on said Ridge pike to the terminus of the Manayunk and Roxborough Inclined Plane and Railway Company.

This is the route so far completed.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$127,084 83	Capital stock paid in,	$1,600 00
Equipment,	26,177 43	Bills payable,	152,048 97
Open accounts,	20,192 08	Accounts payable,	19,840 32
Cash,	34 94		
Total,	$173,489 28	Total,	$173,489 28

CHESTER STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. F. Black, President,	Chester, Pa.
H. T. Walter, Secretary, Treasurer,	do.
John MacFayden, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. B. Lindsay,	Chester, Pa.
Wm. B. Broomall,	do.
Wm. S. Blakely,	do.
Robt. Wetherill,	do.
Richard Wetherill,	do.
J. F. Black,	do.
Wm. Appleby,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Chester Traction Company.

With what other companies consolidated: Union Railway Company, Chester and Media Electric Railway, Chester, Darby and Philadelphia Railway Company.

Date of consolidation: December 31, 1890.

General offices of the company at Chester, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 13, 1882, for 99 years.

The length of the proposed railway was four miles, afterwards increased to seven and one-half miles.

Capital stock, $50,000, divided into 1,000 shares, par value $50 per share.

Under act of May 14, 1889, capital stock was increased to $150,000.

December 31, 1890, the Chester Street Railway Company was leased to the Union Railway Company for an annual rental of $15,000, besides $200 per annum for expenses, and also all taxes, assessments, licenses, charges and claims of every kind against said Chester Street Railway Company.

The $15,000 rent above mentioned is payable in January and July as dividends on stock.

CHESTER, DARBY AND PHILADELPHIA RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Richard Wetherill, President,	Chester, Pa.
H. F. Walter, Secretary, Treasurer,	do.
Jno. MacFayden, Auditor, General Manager, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. F. Black,	Chester, Pa.
Robt. Wetherill,	do.
Richard Wetherill,	do.
Wm. Appleby,	do.
Geo. B. Lindsay,	do.

Date of annual meeting for the election of directors: Second Monday of January.

By whom is the road operated: Chester Traction Company.

With what other companies consolidated: Union Railway Company, Chester and Media Railway Company and Chester Street Railway Company.

Date of consolidation: Leased to the Union Railway Company December 7, 1893, and now operated by the Chester Traction Company under agreement of April 27, 1894.

General offices of the company at 313 Market street, Chester, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chester, Darby and Philadelphia Railway Company incorporated June 20, 1892, under the act of May 14, 1889. It has a capital stock of $100,000, with authority to increase it $25,000 more.

This company is leased to the Union Railway Company for $13,450 per annum, rent payable in January and July as interest on bonds, dividends on stock and tolls on Telford road.

CHESTER AND MEDIA ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Richard Wetherill, President,	Chester, Pa.
H. T. Walter, Secretary, Treasurer,	do.
Jno. Mac Fayden, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Richard Wetherill,	Chester, Pa.
Robert Wetherill,	do.
Wm. Appleby,	do.
J. F. Black,	do.
Geo. B. Lindsay,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Chester Traction Company.

With what other companies consolidated: Union Railway Company, Chester, Darby and Philadelphia Railway Company and Chester Street Railway Company.

General offices of the company at Chester, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 18, 1892, under act of May 14, 1889, with a capital stock of $100,000.

Leased to the Union Railway Company April 3, 1893, for $11,200 per annum, rent payable January and July as interest on bonds and dividends on stock.

CHESTER TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
George B. Lindsay, President,	Chester, Pa.
H. T. Walter, Secretary, Treasurer, Auditor,	do.
John MacFayden, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
George B. Lindsay,	Chester, Pa.
Robert Wetherill,	do.
Richard Wetherill,	do.
J. Frank Black,	do.
William Appleby,	do.

Date of annual meeting for the election of directors: Second Monday in January.

By whom is the road operated: Chester Traction Company.

With what other companies consolidated: Chester Street Railway Company, Union Railway Company, Chester and Media Electric Railway Company and Chester, Darby and Philadelphia.

Date of consolidation: April 27, 1894.

General offices of the company at Chester, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Chester Traction Company was incorporated April 23, 1894, under the act entitled "An act to provide for the incorporation and regulation of motor power companies for operating passenger railways by cable, electrical or other means," approved March 22, 1887. P. L. 8.

On July 1, 1894, the Chester Traction Company, under an agreement entered into, the possession and operation of the following roads in the city of Chester and suburbs, namely: Chester Street Railway Company, the Union Railway Company of Chester, Pa., the Chester and Media Electric Railway Company and the Chester, Darby and Philadelphia Railway Company, and has since operated those roads.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Market street, Chester, to Front street. From Second and Market streets to Highland avenue, South Chester, up Highland avenue to Third street, down Third street to Trainor street, up Trainor street to Post road, down Post road to Market street, Marcus Hook, down Market street to river front, down river front to park.

From Third and Highland streets, South Chester, along Third to Market street, Chester. From Market street up Market street to Sixth and Edgemont avenue, up Edgemont avenue to Twenty-fifth street.

From Fifteenth and Edgemont avenue along Upland avenue to Fourth streeet, Upland. From Seventh and Edgemont avenue down Welsh to Fourth, down Fourth to Edgemont avenue, down Edgemont avenue to Third street.

From Sixth and Welsh streets to Sixth and Edgemont avenue.

From Fifth and Market streets to Fifth and Potter streets, up Potter street to Fifteenth and Providence avenue, up Providence avenue to Twenty-fourth street.

From Seventh and Howell streets along Seventh to Morton avenue, up Morton avenue to Ninth, out Ninth to Saville avenue, down Saville avenue to Fourth streeet bridge, Eddystone.

From Ninth and Saville avenue up Saville avenue to Chester post road, up Chester post road to Darby.

From Twelfth and Edgemont avenue out Providence avenue to Fifteenth street.

From Twenty-third and Providence avenue via Waterville and through right of way to Providence Great Road, up Providence Great Road to South Media avenue, to Vernon street, up Vernon street to Washington street, Media, thence to Front street to South avenue, to Lincoln avenue, to Orange streeet.

From Third and Penn streets, Chester, to Fourth and Penn streets, at power house.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash,	$4,885 32	Capital stock,	$500,000 00
Investments,	202,158 00	Bonds,	250,000 00
Damage verdicts collectible,	6,008 64	Accounts payable,	7,868 38
Dividends collectible,	3,000 00	Bills payable,	20,000 00
Accounts collectible,	2,560 47	Tickets outstanding,	496 25
Construction,	581,681 84	Interest on bonds,	2,083 33
Equipment,	13,832 17	Profit and loss,	33,677 88
Total	$814,125 84	Total,	$814,125 84

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Chester Street Railway Company, July 1, 1894, 5 per cent., $7,500, payable as rent; Chester Street Railway Company, January 1, 1895, 5 per cent. interest, $7,500, payable as rent. Chester and Media Electric Railway Company, July 1, 1894, 3 per cent., $3,000, payable as rent; Chester and Media Electric Railway Company, January 1, 1895, 3 per cent., $3,000, payable as rent. Chester, Darby and Philadelphia Railway Company, July 1, 1894, 3 per cent., $3,000, payable as rent; Chester, Darby and Philadelphia Railway Company, January 1, 1895, 3 per cent., $3,000, payable as rent.

Paid in dividends, cash,	$27,000 00
Balance for the year, or surplus,	33,677 88

IMPORTANT CHANGES DURING THE YEAR.

Addition to power house, one Corliss engine, 600 horse power; one generator, 400 K. W.

CITIZENS' PASSENGER RAILWAY COMPANY, HARRISBURG.

OFFICERS.

NAMES.	RESIDENCES.
B. F. Meyers, President,	Harrisburg, Pa.
J. A. Dunkel, Vice President,	Steelton, Pa.
C. L. Brinser, Secretary and Treasurer,	Harrisburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
B. F. Meyers,	Harrisburg, Pa.
C. L. Brinser,	Harrisburg, Pa.
J. A. Dunkel,	Steelton, Pa.
J. C. Durbin,	Harrisburg, Pa.
J. B. Eby,	Newport, Pa.
H. G. Eshenour,	Oberlin, Pa.
W. H. Seibert,	Steelton, Pa.
Geo. H. Sourbier,	Harrisburg, Pa.
F. Eugene Walz,	Harrisburg, Pa.

Date of annual meeting for election of directors: First Monday in January.
By whom is the road operated: Citizens' Passenger Railway Company.
General offices of the company at Harrisburg and Steelton, Pa.
For information relating to this report, address C. L. Brinser, secretary, Harrisburg.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was organized January 6, 1892, for the purpose of constructing, maintaining and operating an electric railway from Harrisburg, Pa., to Oberlin, Pa., via Steelton, Pa.

The company was organized with the following officers: J. A. Dunkle was elected president, and J. A. Dunkle, W. H. Seibert, C. L. Brinser, J. C. Durbin, Christian Hess, M. F. Snavely, H. G. Esenhour, F. H. Aleeman and S. S. Page directors.

Capital stock $100,000, divided into 2,000 shares.

Application for charter made and obtained January 11, 1892. On May 1, 1892, construction of the road began and a portion of the track was laid on Front, Washington, Meadow Lane, and Berryhill streets, Harrisburg, Pa., also on Third, Walnut, Short, Spruce, North, Elder, Margarette, New Fourth, Maclay and Pennsylvania avenue, all streets in the city of Harrisburg.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing on North street, from corner of Spruce to Pennsylvania avenue or Seventh street, Pennsylvania avenue to Park lane, Park lane to Sixth street, Maclay street to New Fourth street, New Fourth street to Mar-

garetta street, Margaretta street to Elder, Elder street to North streeet, North street to Spruce street, Spruce street to Short street, Short street to Walnut street, Walnut street to Third street, Third street to Meadow Lane, Meadow Lane to Washington avenue, Washington avenue to Front street, Front street to Paxton street, Paxton street to Tenth street, Tenth street to Berryhill street, to Harrisburg street, Swatara township, Harrisburg street, to Steelton borough, continuing on Harrisburg street, Steelton, to Pine street, Pine street to South Second street, South Second street to Chambers street, Chambers street to borough limits, thence through private right of way in Swatara township to Cumbler street in the village of Enhaut, on Cumbler street to High street, High street to Main street in the village of Oberlin, Main street to end of line, on Gibson street, Swatara township, from Harrisburg street to North Second street, Steelton, North Second street to Adams, Adams to Front, Front to Trevick, Trevick to Main, Main to Chiques, to Steelton car house; also on Front street, Harrisburg, to Iron avenue; also on Thirteenth street to Derry, Derry to Mulberry, Mulberry to Mulberry street bridge.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction (including real estate,)	$251,650 73	Capital stock,	$235,000 00
Equipment,	113,349 27	Mortgage bonds,	75,000 00
		Unfunded debt,	55,000 00
Total,	$365,000 00	Total,	$365,000 00

CITIZENS' PASSENGER RAILWAY COMPANY, NORRISTOWN.

OFFICERS.

NAMES.	RESIDENCES.
D. B. Shepp, President,	Philadelphia.
J. W. Shepp, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Joseph Fornauce,	Norristown, Pa.
W. B. Krick,	Reading, Pa.
D. B. Shepp,	Philadelphia.
J. W. Shepp,	Philadelphia.

Date of annual meeting for the election of directors: Second Monday in January.
By whom is the road operated: Schuylkill Valley Traction Company.
General offices of the company at Norristown, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under the act of May, 1878, afterwards accepted act of 1889. Operated by Schuylkill Valley Traction Company, who pay interest on bonds.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main street throughout its entire length, with a branch diverging at Main and Astor, over Marshall and Stanbridge streets, and an extension about two miles west of the borough limits.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant,	$163,583 08	Capital stock,	$79,520 00
Cash,	172 20	Bonds,	80,000 00
Schuylkill Valley Traction Company,	764 72	Unfunded debt,	5,000 00
Total,	$164,520 00	Total,	$164,520 00

CITIZENS' PASSENGER RAILWAY COMPANY, PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
Charles E. Ellis, President,	Philadelphia.
Adam A. Stall, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
R. M. Hartley,	Philadelphia.
Frank H. Ellis,	do.
John H. Sloan,	do.
John McCarthy,	do.
Jeremiah J. Sullivan,	do.

Date of annual meeting for the election of directors: Second Monday of January.
By whom is the road operated: Electric Traction Company.
General offices of the company at Eleventh and Colona.
For information relating to this report, address A. A. Stall, 813 Chestnut street, Philadelphia.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated March 25, 1858. Construction of road from Columbia avenue to Reed street, May, 1858; extended north to Montgomery avenue, 1863; extended north to Susquehanna avenue, 1877; extended south to Mifflin street, 1873.

March 23, 1892, the Citizens' Passenger Railway Company was leased to the Frankford and Southwark Philadelphia City Passenger Railroad Company for the term of nine hundred and ninety-nine years, from April 1, 1892, for the following rental: First year, $115,000; second year, $120,000; third and fourth years, $125,000; fifth and sixth years, $130,000; balance of years, $140,000.

On August 17, 1893, the above lease was assigned to the Electric Traction Company.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment and real estate,	$484,452 88	Capital stock,	$192.500 00
		Surplus reserve and profit and loss, all of which has been expended for construction, equipment and real estate,	291,952 88
Total,	$484,452 88	Total,	$484,452 88

STOCKS AND DIVIDENDS.

Paid in dividends,	$145,000 00

CITIZENS' PASSSENGER RAILWAY COMPANY, PITTSBURGH.

OFFICERS.

NAMES.	RESIDENCES.
James Verner, President	Pittsburgh.
Jas. J. Donnell, Secretary	do.

DIRECTORS.

NAMES.	RESIDENCES.
James Verner,	Pittsburgh.
James J. Donnell,	do.
Christopher L. Magee,	do.
H. S. A. Stewart,	do.
John G. Holmes,	do.

By whom is the road operated: Citizens' Traction Company.
With what other companies consolidated: Leased to Citizens' Traction Company.
Date of consolidation: The above lease went into effect September 1, 1887, for 98 years.
General offices of the company at Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was incorporated under an act, entitled "An act to incorporate the Citizens' Passenger Railway Company," approved March 22, 1859.

The road of this company was operated as the horse car road until leased to the Citizens' Traction Company, September 1, 1887.

On the 1st of September, 1887, all the property and franchises of the Citizens' Passenger Railway Company passed into the possession and control of the Citizens' Traction Company, and since that date the road has been operated by the latter company. All the stock of the railway company having been purchased by the Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at Fifth and Locust streets, opposite Baltimore and Ohio depot, thence along Locust street to Shany avenue, thence to Jenny Lind street, thence along Jenny Lind to Turnout.

CITIZENS' TRACTION PASSENGER RAILWAY COMPANY, PITTSBURGH.

OFFICERS.

NAMES.	RESIDENCES.
John G. Holmes, President,	Pittsburgh.
H. S. A. Stewart, Vice President,	do.
John G. Bright, Secretary,	do.
Nathaniel Holmes, Treasurer,	do.
J. G. Bright, Auditor,	do.
J. E. Rugg, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John G. Holmes,	Pittsburgh.
James Verner,	do.
James J. Donnell,	do.
John B. Jackson,	do.
Christopher L. Magee,	do.
H. S. A. Stewart,	do.
John Gripp,	do.

By whom is the road operated: Citizens' Traction Company.

What road, or roads, are leased to and operated by your company: Citizens' Passenger Railway, Transverse Passenger Railway in part, and the Aspinwall Street Railway.

General offices of the company at Pittsburgh, Pa., Room No. 6, Jackson building, corner Penn avenue and Sixth street.

For information relating to this report, address John G. Holmes, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 6, 1887.

Leased the Citizens' Passenger Railway and the Transverse Passenger Railway, both horse power roads, and the power was changed to cable; the first car being propelled by cable in January, 1889.

The line to Sharpsburg was changed later from horse to electric power, and cars first operated by electricity in December, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Cable—Cecil alley, Liberty street, Seventh street, Penn avenue, Butler street, intersection Pittsburgh, Allegheny and Manchester, Pleasant Valley and Duquesne, all electric roads.

Electric—Butler street, Pittsburgh; Main street, Sharpsburg, and Aspinwall, Frankstown and Wood street to Wilkinsburg.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 07
Tickets in packages of five sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Stocks and bonds,	$2,192,664 93	Capital stock,	$3,000,000 00
Construction,	1,191,587 52	Mortgage bonds,	1,250,000 00
Equipment,	193,601 64	Mortgage bonds Penn Street Railway,	250,000 00
Real estate,	309,777 81	Purchase money mortgages,	120,000 00
Aspinwall Street railway,	52,225 23	Bills payable,	135,000 00
Treasurer,	24,491 47	Accounts payable,	36,647 75
Penn Street railway,	234,694 91	Profit and loss,	130,987 76
Accounts receivable,	1,592 00		
Total,	$4,922,635 51	Total,	$4,922,635 51

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1894, three per cent.; January, 1895, three per cent. Paid in dividends, cash, $180,000.

IMPORTANT CHANGES DURING THE YEAR.

Aspinwall street railway built and furnished by the company. Commenced running December 12, 1894.

CITY PASSENGER RAILWAY COMPANY OF ALTOONA, PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
John Lloyd, President,	Altoona, Pa.
C. A. Buch, Secretary and Treasurer,	do.
W. S. Duckett, Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Lloyd,	Altoona, Pa.
A. C. Shand,	do.
M. H. Mackey,	do.
James C. Hughes,	do.
M. H. Canan,	do.

Date of annual meeting for the election of directors: Second Monday in January.

By whom is the road operated: The City Passenger Railway Company of Altoona, Pa.

General offices of the company at Altoona, Pa.

For information relating to this report, address C. A. Buch, secretary and treasurer, Altoona, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 18, 1882. Chartered March 10, 1882. Rechartered 1889, under act of May, 1889. Original capital stock, $40,000. Increased to $180,000, again increased to $250,000, and reduced to $200,000.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning 4,800 feet east of First street to Chestnut avenue in Juniata, west on Chestnut avenue to Eleventh street, south on Eleventh street to Eleventh avenue, west on Eleventh avenue to Bridge street, southeast on Bridge street to Seventeenth street, Seventeenth street to Eighth avenue, east on Eighth avenue to Fourth street, southeast on Fourth street to Sixth avenue, east on Sixth avenue to city line.

One branch Seventeenth street to Eighth avenue; southeast on Seventeenth street to Seventh avenue, southwest on Seventh avenue to Twenty-fifth street.

One branch junction of Union avenue to Bridge street and Eleventh avenue, west on Eleventh avenue to Eighteenth street, southeast on Eighteenth street to Union avenue, southwest on Union avenue to Broad street, west on Broad street to Twenty-seventh street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of one hundred sold for	4 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cost of road and equipment.	$275,913 14	Capital stock, ...	$200,000 00
Material on hand, ...	1,269 79	Funded debt, ...	50,000 00
Accounts assets, ...	2,644 06	Bills payable, ...	12,168 50
Cash on hand, ...	5,389 24	Current accounts, ...	2,799 73
Profit and loss, ...	4,656 33	Accounts payable, ...	2,313 68
		Paid out earnings account, (Improvements and betterments), . .	22,590 65
Total, ...	$289,872 56	Total, ...	$289,872 56

COALVILLE PASSENGER RAILROAD COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President, ...	Wilkes-Barre, Pa.
C. J. Swan, Secretary, ...	do.
A. A. Sterling, Treasurer, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham, ...	Wilkes-Barre, Pa.
A. A. Sterling, ...	Wilkes-Barre, Pa.
J. M. Thomas, ...	Wilkes-Barre, Pa.
W. S. Biddle, ...	Wilkes-Barre, Pa.
W. G. Eno, ...	Plymouth, Pa.

Date of annual meeting for the election of directors: Second Monday in January.

By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 29, 1869.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the public square in the city of Wilkes-Barre, on East Market street, thence on South Washington street to Hazel, thence on Hazel to the city limits, thence on the main road to Sugar Notch, the terminus.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment, etc.,	$73,575 00	Capital stock paid in, ...	$61,575 00
		Balance due on mortgage, ...	12,000 00
Total, ...	$73,575 00	Total, ...	$73,575 00

COLLEGE AND GRAND VIEW ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Chas. P. Wallace, President.	Beaver Falls, Pa.
A. R Leyda, Secretary, ...	do.
A. R Leyda, Treasurer, ...	do.
A. R Leyda, General Superintendent, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.
Chas. P. Wallace, ...	Beaver Falls, Pa.
George E. Smith, ...	do.
Albert M. Jolly, ...	do.
Theo. P. Simpson, ...	do.
A. R. Leyda, ...	do.

Date of annual meeting for the election of directors: First Monday in August.
By whom is the road operated: College and Grand View Electric Street Railway Company.
General offices of the company at Beaver Falls, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted July 1, 1893; our road constructed in June and July of same year. Commenced operations July 31, same year.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at a point in College Hill borough, on College avenue, at the northern terminus of the Beaver Valley Traction Company's line, thence along same avenue to Sixth street, thence west along said street to First avenue, thence north along said avenue to College, thence north along College avenue to terminus.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$10,888 00	Capital stock,	$15,000 00
Equipment,	5,112 00	From stockholders,	1,000 00
Total,	$16,000 00	Total,	$16,000 00

CONNELLSVILLE, NEW HAVEN AND LEISINRING PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John D. Frisbee, President,	Connellsville, Pa.
John K. Ewing, Jr., Secretary	Uniontown, Pa.
Eugene F. Norton, Treasurer,	Connellsville, Pa.
D. S. Fornwalt, General Superintendent,	New Haven, Pa.

DIRECTORS.

NAMES	RESIDENCES.
John K. Ewing,	Uniontown, Pa.
Nathaniel Ewing,	Uniontown, Pa.
John K. Ewing, Jr.,	Uniontown, Pa.
A. D Boyd,	Uniontown, Pa.
Joseph Solsson,	Connellsville, Pa.

Date of annual meeting for the election of directors: Second Monday in January.
By whom is the road operated: Themselves.
General offices of the company at Connellsville, Pa.
For information relating to this report, address E. F. Norton, treasurer, Connellsville, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized under the laws of the State of Pennsylvania in the spring of 1891.

The construction of the road was commenced immediately after receipt of charter. A portion of the road and power station were completed the latter part of October, 1891, and on the 31st day of that month the road began operation.

The road is operated by the company owning it.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the extreme eastern end of Ashman avenue, in the borough of New Haven, Pa., and running westwardly over said street to Eighth street, thence south one block over Eighth street, thence west over private lands and lands of the company to a point where it again enters Ashman avenue and runs along said avenue to the borough line, thence westward over the Mud pike in Dunbar township, Fayette county, Pa., to Graham's crossing, a distance of about four and one-half miles.

It connects with no other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction account,	$67,731 93	Capital stock account,	$70,000 00
Equipment account,	38,716 15	Funded five per cent. loan,	13,000 00
Real estate account,	5,247 59	Bills payable,	32,302 50
Office fixtures account,	73 50	Accounts payable,	696 40
Tools account,	487 15	Profit and loss account,	2,726 90
Inventory,	522 54		
Cash on hand,	71 94		
Damages,	5,875 00		
Total,	$118,725 80	Total,	$118,725 80

CONSHOHOCKEN RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. B. Shepp, President,	Philadelphia.
E. A. Murphy, Vice President,	do.
J. W. Shepp, Secretary, Treasurer, Auditor,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. W. Shepp,	Philadelphia.
D. B. Shepp,	do.
W. B. Kerick,	do.
E. A. Murphy,	do.
Henry Parker,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Schuylkill Valley Traction Company.
General offices of the company at Norristown, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated February 1, 1893, under the act of May 14, 1889.

Operated by the Schuylkill Valley Traction Company, who pay the interest on the bonded indebtedness.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$252,082 94	Stock,	$145,900 00
Cash,	78 09	Bonds,	100,000 00
		Floating indebtedness,	6,261 03
Total.	$252,161 03	Total,	$242,161 03

CONTINENTAL PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. L. Elkins, President.	Philadelphia.
D. W. Dickson, Secretary. Treasurer.	do.

DIRECTORS.

NAMES.	RESIDENCES.
P. A. B. Widener.	Philadelphia.
Clay Kemble.	do.
George W. Elkins.	do.
Wm. J. Elliott.	do.
George D. Widener.	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: Philadelphia Traction Company.

With what other companies consolidated: Union Passenger Railway Company and Seventeenth and Nineteenth Streets Passenger Railway Company.

Date of consolidation: January 1, 1880, and July 1, 1879.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter September 3, 1873.

This company was leased to the Union Passenger Railway Company January 1, 1880, for a period of ninety-nine years.

This company is now operated by the Philadelphia Traction Company, under a lease of the Union Passenger Railway Company.

This company leased the Seventeenth and Nineteenth Streets Passenger Railway Company for a period of ninety-nine years, July 1, 1879.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Included in report of Philadelphia Traction Company.

RATE OF FARE FOR PASSENGERS.

Included in report of Philadelphia Traction Company.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Real estate,	$70,216 46	Capital stock,	$580,000 00
Equipment,	103,644 89	Bonds,	350,000 00
Construction,	160,008 76	Open accounts,	11,750 26
Stocks,	600,000 00	Profit and loss,	35,741 28
Cash,	121 43		
Open accounts,	43,500 00		
Total,	$977,491 54	Total,	$977,491 54

27-8-95

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January and July twelve per cent. on par value, capital stock.
Paid in dividends, cash, ... $120,000 00

DELAWARE COUNTY AND PHILADELPHIA ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. S. Austin, President,	Landowne. Pa.
E. V. Kane, Vice President,	Landowne. Pa.
Samuel Haigh, Secretary,	Clifton Heights.
W. H. Sayer, Treasurer,	930 Market St., Phila.

DIRECTORS.

NAMES.	RESIDENCES.
S. L. Kent,	Clifton Heights.
J. W. Phillips,	Clifton Heights.
E. V. Kane,	Lansdowne, Pa.
J. B. Robinson,	Media. Pa.
W. H. Sayer,	Wayne, Pa.
J. S. Austin,	Lansdowne. Pa.
T. E. Wiedershem,	Wayne, Pa.

By whom is the road operated: Themselves.
General offices of the company at 930 Market street, Philadelphia.
For information relating to this report, address 930 Market street, Philadelphia.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter dated May 11, 1892. Construction began June, 1893. Cars began running between Angora and Prunios May, 1894.
Philadelphia connection made with Baltimore avenue branch of Electric Traction Company January, 1895.
Line extended to Media, Pa., June, 1895.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Connecting with Baltimore avenue branch of Electric Traction Company, leave Angora out Baltimore avenue, passing Fernwood and Holy Cross cemeteries, Lansdowne, Clifton Heights, Swarthmore, to Media, Pa., where connection is made with Chester Traction Company for Chester, Darby, &c.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Charters,	$253 00	Capital stock,	$243,000 00
Construction and equipment,	306,359 13	Bonds,	64,000 00
Cash,	15,145 69	Electric Traction Company,	479 59
		Insurance,	6 25
		Surplus,	14,272 00
Total,	$321,757 82	Total,	$321,757 82

DU BOIS TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES
M. D. Wayman, President,	DuBois, Pa.
David Reams, Vice President,	DuBois, Pa.
J. D. Bailey, Secretary,	Ford City, Pa.
G. E. Grier, Treasurer,	DuBois, Pa.
C. E. Bostwick, Auditor,	DuBois, Pa.
M. D. Wayman, General Manager,	DuBois, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
M. D. Wayman,	DuBois, Pa.
David Reams,	DuBois, Pa.
J. W. Grier,	DuBois, Pa.
J. C. Grier,	DuBois, Pa.
J. D. Bailey,	Punxsutawney, Pa.
A. C. Bailey,	Ford City, Pa.
C. J. Jessop,	Ford City, Pa.
J. W. Green,	Kittanning, Pa.
	Pittsburgh.

Date of annual meeting for election of directors: January 8th.
By whom is the road operated: Above company.
General offices of the company at Du Bois, Pa.
For information relating to this report, address J. D. Bailey, Du Bois.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, April 18, 1890.
Construction was completed in 1891, at which time road went into operation.
Hard and close times has decreased travel, and consequently decreased receipts.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Main street at Rumberger cemetery, thence along Main street to Booth street, thence along Booth street to Long street, thence along Long street to Courtney street, thence along Courtney street to Plank road, thence along Plank road to Railroad street, thence along Railroad street to Du Bois house.
Addition to original charter: Railroad street to Fifth avenue, thence along Fifth avenue to Du Bois avenue, thence along Du Bois avenue to township line.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of thirty sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment,	$59,190 36	Capital stock,	$50,000 00
Real estate,	2,000 00	Bills payable and supplies, unfunded debt,	18,398 78
Material on band,	854 94	Funded debt,	40,000 00
Expenses on road bed,	250 00	Receipts from passengers,	6,698 18
Maintaining road bed and operating,	6,285 00	Receipts from stock,	15,000 00
Profit and loss,	2,881 38		
Funded and unfunded debt,	58,635 28		
Total,	$130,096 96	Total,	$130,096 96

DUQUESNE TRACTION COMPANY.

OFFICERS.

NAMES.	
C. L. Magee, President,	Pittsburgh, Pa.
James A. McDevitt, Vice President and Secretary,	Lancaster, Pa.
John F. Steel, Treasurer,	Pittsburgh, Pa.

DIRECTORS.

NAMES.	
C. L. Magee,	Pittsburgh, Pa.
Geo. Rice,	Pottstown, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
James A. McDevitt,	Lancaster, Pa.
C. H. McKee,	Pittsburgh, Pa.

By whom is the road operated: The Pittsburgh Traction Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address James McDevitt, secretary, care of Freehold Bank, Pittsburgh.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 25, 1890, under act of March 22, 1887. Consent of councils of city of Pittsburgh granted on February 28, 1890, to enter upon streets occupied by street railways which should be operated by or supplied with motive power by the Duquesne Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: This company at the western end of its route in Pittsburgh uses a loop beginning at the corner of Diamond and Ross streets, thence along Diamond street, Grant street, Sixth avenue, Wood street, Fourth avenue and Ross street, back to the corner of Diamond and Ross streets, thence by double lines along Forbes streeet, Craig street, Ellsworth avenue, Neville street, Centre and Negley avenues, Bryant street, Highland avenue, Kirkewood street, across private property to the eastern end Ellsworth avenue, thence along Ellsworth avenue to the western end thereof, across private property to Craig street car barn.

Also loop from Kirkwood street, along Kirkwood, Union and Broad streets, Frankstown avenue, Lincoln avenue, Shetland street, Larimer avenue, Station street, Collins avenue and Kirkwood street, to place of beginning.

Also loop beginning on Fifth avenue, corner of Penn avenue, thence on Fifth avenue to Hamilton avenue, to Brushton, to Amanda street, to Wood street, to Franklin street, to Water street, to Penn avenue, to Wood street, to Wallace street, to Pitt street, to Amanda street.

Also loop beginning on Fifth avenue and Shady Lane, to Penn avenue, to East End avenue, to Franklin street, to Pitt street, to Rebecca street, to Hay street, to Franklin street, to Alfred street, to Penn avenue, to East End avenue.

RATE OF FARE FOR PASSENGERS.

Single fare, five and seven cents.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$1,197,087 48	Capital stock,	$3,000,000 00
Real estate,	307,369 81	Bonded debt,	1,500,000 00
Railway stock and franchises,	2,460,029 54	Surplus,	78,520 62
Equipment,	453,203 48		
Machinery account,	87,513 92		
Accounts due company,	64,619 98		
Cash,	8,696 41		
Total,	$4,578,520 62	Total,	$4,578,520 62

EAST END PASSENGER RAILWAY COMPANY, WILLIAMSPORT.

OFFICERS.

NAMES.	RESIDENCES.
J. R. T. Ryan, President,	Williamsport, Pa.
Thos. Lundy, Secretary,	do.
J. H. Boyer, Treasurer,	do.
Earnest H. Davis, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. R. T. Ryan,	Williamsport, Pa.
Thos. Lundy,	Williamsport, Pa.
J. H. Boyer,	Williamsport, Pa.
H. C. Young,	Wellsboro', Pa
J. M. Young,	Williamsport, Pa.

Date of annual meeting for the election of directors: Second Monday of January.
By whom is the road operated: East End Passenger Railway Company.
What road, or roads, are leased to and operated by your company: East End.
General offices of the company at Williamsport, Pa.
For information relating to this report, address E. H. Davis, general manager.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered June 11, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Fourth and Franklin streets, north on Franklin to Washington street, east on Washington to Almond street, north on Almond to Lincoln street, west on Lincoln to Franklin street, and south on Franklin to place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$26,015 60	Capital stock,	$18,000 00
Equipmeot,	6,616 03	Bonds payable,	12,000 00
Cash,	254 77	Bills payable,	7,000 00
Profit and loss,	8,072 19	Accounts due sundry persons,	3,958 59
Total,	$40,958 59	Total,	$40,958 59

EAST HARRISBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Q. Denney, President,	South Cameron St., Harrisburg, Pa.
T. D. Greenawalt, Vice President,	130 Walnut street, Harrisburg, Pa.
W. J. Calder, Secretary,	503 N. Front street, Harrisburg, Pa.
F. B. Musser, General Superiotendent,	220 S. Thirteenth St., Harrisburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
E. C. Felton,	Steelton, Pa.
Edward Bailey,	Harrisburg, Pa.
T. D Greenawalt,	Harrisburg, Pa.
David Fleming,	Harrisburg, Pa.
Arch G. Knisely,	Harrisburg, Pa.
James M. Cameron,	Harrisburg, Pa.
E. Z. Wallower,	Harrisburg, Pa.
George Reily,	Harrisburg, Pa.
John Q. Denney,	Harrisburg, Pa.
Henry A. Kelker,	Harrisburg, Pa.
H. M. Kelly,	Harrisburg, Pa.

By whom is the road operated: East Harrisburg Passenger Railway Company.

What road, or roads, are leased to and operated by your company: Harrisburg City Passenger Railway Company, Middletown, Highspire and Steelton Street Railway Company.

General offices of the company at No. 5, South Second Street, Harrisburg, Pa.

For information relating to this report, address Wm. J. Calder, treasurer, East Harrisburg Passenger Railway Company, Harrisburg, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 23, 1886.

Was first operated as a horse car line and afterwards was equipped with electric cars and has been so operated ever since.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Allison's Hill Line—Fourth street from State street to Thirteenth street, on Thirteenth street from State street to Derry street, on Derry street from Thirteenth street to Paxtang, connecting with city line on Fourth and State streets. Steelton Line—Mohn street, Steelton, to Hemlock street, Harrisburg, on Hemlock street from Cameron to Ninth street, on Ninth street from Hemlock street over Dock street bridge to Race street, on Race street from Dock to Vine street, on Vine from Race to Second street, on Second street from Vine to Chestnut street, on Chestnut from Second to Fourth street, on Fourth to Market street, on Market street to Market Square, there connecting with city line. City Line—Second street to Reily street, on Reily to Sixth street. Third, Street—From Maclay street to Walnut street, there connecting with Second street line and running down Market street. Sixth Street—From Fourth and Market streets, on Fourth to Sixth street to city limits, and on extension of Sixth street to Lalance and Grosjean Works. Progress Line—From Thirteenth and Walnut streets to Eighteenth, to State, out State to Jonestown road, out Jonestown road to Progress.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packs of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash,	$15,541 82	Capital stock,	$697,000 00
Real estate, East Harrisburg,	40,798 03	Construction M., H. & S.,	6,939 18
Real estate, Citizens' Passenger,	10,189 09	Injuries and damages,	945 84
Equipment,	292,005 08	Contingent fund,	3,334 34
Office furniture and fixtures,	1,989 48	Bills payable,	107,120 92
Roadway, East Harrisburg,	189,829 14		
Roadway, Citizens' Passenger,	224,177 62		
Supplies,	3,387 11		
Stock (rails, ties, etc., on hand),	159 77		
Stoners' Woods,	100 00		
Construction Paxtang Park,	13,158 46		
Construction telegraph line,	144 66		
Betterment equipment,	8,097 89		
Supply coal,	7 03		
Paving Race street,	6,347 95		
Bills receivable,	9,407 15		
Total,	$815,340 28	Total,	$815,340 28

EAST READING ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. J. Brumbach, President,	Reading, Pa.
J. G. Lembach, Vice President,	do.
A. H. Fegley, Secretary,	do.
I. W. Levan, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
A. J. Brumbach,	Reading, Pa.
J. G. Lembach,	do.
Jno. H. Printz,	do.
J. A. Strohecker,	do.
Geo. W. Bard,	do.
W. R. McIlvan,	do.
Frank P. Esterly,	do.

Date of annual meeting for the election of directors: Second Monday in January.
By whom is the road operated: Reading Traction Company.
General offices of the company at Reading, Pa.
For information relating to this report, address A. H. Fegley, Reading, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized August, 1888, and built from East Reading to Black Bear, thence to Ninth and Penn streets, Reading.

April 29, 1893, the East Reading Railway executed a deed to the East Reading Electric Railway Company.

May 4, 1893, the East Reading Electric Railway ratified a lease to the Reading Traction Company.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Dividends paid,	$5,000 00	Balance,	$31 51
Expenses paid,	982 83	Rent for land,	7 00
Balance,	64 01	Rent for road,	6,008 33
Total,	$6,046 84	Total,	$6,046 84

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: April and October, 5 per cent. annual.

Paid in dividends, cash,	$5,000 00
Total surplus,	64 01

EASTON AND BETHLEHEM TRANSIT COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Howard Rinek, President,	Easton, Pa.
A. D. Chidsey, Secretary, Treasurer,	do.
F. H. Knight, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Howard Rinek,	Easton, Pa.
I. S. Rodenbough,	Easton, Pa.
F. H Knight,	Easton, Pa.
J. V Bull,	Easton, Pa.
A. D Chidsey,	Easton, Pa.
W. A. Wilbur,	South Bethlehem, Pa.
J. Davis Broadhead,	South Bethlehem, Pa.

Date of annual meeting for the election of directors: Second Tuesday in January.
By whom is the road operated: Easton Transit Company.
General offices of the company at Easton, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated July 6, 1892.
Leased to Easton Transit Company July 13, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at New Jersey Central railroad station, Fourth street to Dock street, through Dock street to Palmer township, through Palmer township along Lehigh river road to Glendon, thence to Island Rock.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

EASTON TRANSIT COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Howard Rinek, President,	Easton, Pa.
I. S. Rodenbough, Vice President,	do.
A. D. Chidsey, Secretary, Treasurer,	do.
F. H. Knight, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Howard Rinek,	Easton, Pa.
I. S Rodenbough,	Easton, Pa.
F. H. Knight,	Easton, Pa.
J. V. Bull,	Easton, Pa.
A. D. Chidsey,	Easton, Pa.
W. A. Wilbur,	South Bethlehem, Pa.
J. Davis Broadhead,	South Bethlehem, Pa.

Date of annual meeting for the election of directors: Second Tuesday in January.
By whom is the road operated: Easton Transit Company.
What road, or roads, are leased to and operated by your company: Pennsylvania Motor Company, Easton and Bethlehem Transit Company.
General offices of the company at Easton, Pa.
For information relating to this report, address A. D. Chidsey, secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original companies: The Easton and South Easton P. R. R. Co.; the West End P. R. R. Co.

Date charter: Easton and South Easton P. R. R. Co., March 27, 1866; West End P. R. R. Co., May 5, 1871.

E. & So. E. P. R. R. Co. reorganized May 4, 1886, same name; West End P. R. Co. reorganized September 2, 1884, same name.

These two companies merged and consolidated June 1, 1886, name, E., So. E. & West End P. R. R. Co.

Centre Square and Delaware Bridge Company incorporated May 5, 1871.

This company merged with E., So. E. & West End P. R. R. Co. June 30, 1892, and name changed to the "Easton Transit Company."

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the Forest House, Palmer township, through Buster to Sixteenth street, through Sixteenth to Washington street, through Washington to Walnut, through Walnut to Northampton, Northampton to Centre square, also from Forest House, Palmer township, through Seventeenth street to Northampton, Northampton to Centre square, from Centre square to Third street, through Third to Canal, South Easton, through Canal to Iron street, through Iron to Mauch Chunk street, Mauch Chunk street to Glendon avenue, Glendon avenue to Berwick, Berwick to Fifth street, Fifth street to Nesquehoning, Nesquehoning to Fourth street, thence to Old Philadelphia road.

Connects with Pennsylvania Motor Company at Centre square.

Connects with Philipsburg, N. J., line at Delaware bridge.

Excepting extension from Philadelphia road to New street in South Easton, thence down New street to South Third street, Easton.

Also connection with Easton and Bethlehem Transit Company at Fourth street and Northampton.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of one hundred sold for	5 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment, including real estate,	$678,932 55	Capital stock.	$300,000 00
Sinking fund,	6,000 00	Bonds,	300,000 00
Bills receivable,	7,604 71	Bills payable,	12,723 54
Stocks and bonds.	6,285 36	Loans,	80,000 00
Cash,	3,517 62	Profit and loss.	9,616 70
Total,	$702,340 24	Total,	$702,340 24

ELECTRIC TRACTION COMPANY, PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
J. J. Sullivan, President.	Philadelphia.
Geo. S. Gandy, Vice President,	Philadelphia.
F. Weckerly, Secretary and Treasurer.	St. David's, Pa.
W. H. Janney, General Superintendent,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
J. J. Sullivan	Philadelphia.
Alfred Smith	do.
George S. Gandy	do.
Charles E. Ellis	do.
Edgar Fries	do.
Alex. M. Fox	do.
H. T. Potts	do.
M. W. Lipper	do.
Charles S. Lincoln	do.
James H. Gay	do.
James F. Sullivan	do.
John L. Clawson	do.

Date of annual meeting for the election of directors: The third Tuesday in October.

By whom is the road operated: By the company.

What road, or roads, are leased to and operated by your company: Frankford and Southwark Philadelphia City Passenger Railroad Company, Citizens' Passenger Railway Company, Second and Third Street Passenger Railway Company.

General offices of the company at 421 Chestnut street, Philadelphia, Pa.

For information relating to this report, address F. Weckerly, secretary, 421 Chestnut street.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated May 8, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On the following divisions we run the number of trips, also miles, as below stated:

Fifth and Sixth Division—Cars start from Kensington avenue and Cumberland street, down Kensington avenue to Front, from Front to Berks, Berks to Sixth, Sixth to Jackson, Jackson to Fifth, north to Berks on Fifth, Berks to Front, Front to York, then on Kensington avenue to place of beginning, making 226 trips daily. Eleven miles.

Another branch cars start from same depot, on Kensington avenue to Frankford avenue, Kensington avenue to Harrison street, returning on Frankford avenue to Kensington avenue, Kensington avenue to Front, Front to Berks, Berks to Sixth, Sixth to Jackson, Jackson to Fifth, then north on Fifth to Berks, Berks to Front, Front to Kensington avenue and Cumberland street, making 234 trips daily. Seventeen miles.

Another branch starts from same depot, northeast on Kensington avenue to Lehigh avenue, west on Lehigh avenue to Sixth, south on Sixth to Christian, east on Christian to Fifth, north on Fifth to Lehigh avenue, east on Lehigh avenue to Kensington avenue, west on Kensington avenue to Cumberland, making 314 trips. Nine miles.

Another branch starts from Fifth and Lehigh avenue, north on Lehigh avenue to Rising Sun lane, west on Rising Sun lane to Sixth, south on Sixth to Powell, east on Powell to Fifth, north on Fifth to Lehigh, making 210 trips daily. Nine and one-half miles.

Another branch starts from Front and York, north on Front to Tioga, west on Tioga to Second, south on Second to Dauphin, east on Dauphin to Kensington avenue, returning same way, making 45 trips daily. Two miles.

Second and Third Street Division—Cars start from Frankford avenue, near Lehigh avenue, down Frankford to Jefferson, Jefferson to Second, down Second to Mifflin, Mifflin to Moyamensing avenue, Moyamensing avenue to Third, Third to Germantown avenue, Germantown avenue to Oxford, Oxford to Front, Front to Amber, and from Amber street to place of beginning, making 375 trips daily. Eleven miles.

Another branch starts from same depot north on Frankford avenue to Paul, Paul to Frankford avenue to Huntingdon street, returning on Frankford avenue to Huntingdon, Huntingdon to Emerald, Emerald to York, York to Second, Second to Dock, Dock to Third, Third to Germantown avenue, to Oxford, Oxford to Third, Third to Dauphin, Dauphin to Amber, and from Amber to place of beginning, making 350 trips daily. Twelve miles.

Richmond branch of this line starts from this depot, from Richmond to Norris, to Girard avenue, Girard avenue to Frankford avenue, Frankford avenue to Beach, Beach to Fairmount avenue, Fairmount avenue to Second, Second to South, South to Third, Third to Brown, Brown to New Market, New Market to Richmond, and from Richmond to place of beginning, making 284 trips daily. Ten miles.

Cars start from Allegheny avenue on Richmond to Bridesburg, returning same way, making 57 trips daily. Three miles.

Tenth and Eleventh Division—Cars start from Eleventh above Susquehanna avenue, north on Eleventh to Cambria, east on Cambria to Hutchinson, south on Hutchinson to Huntingdon, Huntingdon to Tenth, Tenth to Jackson, Jackson to Twelfth, Twelfth to Wharton, Wharton to Eleventh, north on Eleventh to Susquehanna avenue, making 630 trips. Eleven miles.

Passyunk Avenue Division—Cars start at Snyder avenue below Broad, east on Snyder avenue to Twelfth, Twelfth to Dickinson, east on Dickinson to Eighth, north on Eighth to Christian, east on Christian to Fifth, north on Fifth to Lombard, east on Lombard to Front, north on Front to Market, return on Front to South, South to Passyunk avenue, Passyunk avenue to Point Breeze, Schuylkill river, returning on Passyunk avenue to Sixteenth and Snyder avenue, from Snyder avenue to depot, making 278 trips daily. Eleven miles.

Lombard and South Street Division—Starting from Twenty-fifth and Lombard, east on Lombard to Front, south on Front to South street, west on South street to Thirty-third, west on Spruce to Thirty-eighth, north on Thirty-eighth to Lancaster avenue, northwest on Lancaster avenue to Forty-first, Forty-first to Elm avenue, Elm avenue to Fifty-second street, returning on Elm avenue to Fortieth street, Fortieth to Spruce, Spruce to Thirty-third and South street, South street to Twenty-seventh, Twenty-seventh to Lombard, and on Lombard to place of beginning, making 312 trips daily.

Another branch starts from Lombard near Twenty-fifth, east on Lombard to Front, south on Front to South street, west on South street to Thirty-third and Spruce, west on Spruce to Thirty-eighth, south on Thirty-eighth to Woodland avenue, southwest on Woodland avenue to Baltimore avenue, Baltimore avenue to county line, Cobb's creek and Sixty-second street, returning on Baltimore avenue to Fortieth, Fortieth to Spruce, Spruce to Thirty-third and South street, South street to Twenty-seventh street, Twenty-seventh to Lombard, Lombard to Twenty-fifth, the place of beginning, making 188 trips daily. Eleven miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 07
Exchange tickets,	0 08

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$6,798,872 96	Capital,	$7,618,986 29
Demand loan,	5,000 00	Seven per cent. bonds,	132,100 00
Investment,	885,150 00	Five per cent. bonds,	150,000 00
In employe's hands,	290 00	Ground rents,	15,510 00
Fifth and Sixth Streets Passenger railway,	16,240 43	Mortgage,	3,500 00
Cash,	364,658 30	Sundry accounts payable,	103,899 45
		Profit and loss,	46,215 95
Total,	$8,070,211 69	Total,	$8,070,211 69

EMPIRE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James McManes, President,	Philadelphia.
D. W. Dickson, Secretary,	do.
D. W. Dickson, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Thomas Dolan,	Philadelphia.
Wm. L. Elkins,	do.
Peter A. B. Widener,	do.
George W. Elkins,	do.
George D. Widener,	do.

By whom is the road operated: Philadelphia Traction Company.
Date of annual meeting for election of directors: First Monday in January of each year.
General offices of the company at northwest corner Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter: February 10, 1869.

Leased to Citizens' Passenger Railway Company and Seventeenth and Nineteenth Streets Passenger Railway Companies jointly December 26, 1873.

Interest of Seventeenth and Nineteenth Streets Passenger Railway Companies transferred to Continental Passenger Railway Company.

Interest of Continental Passenger Railway Company transferred to Union Passenger Railway Company.

Interest of Citizens' Passenger Railway Company transferred to Union Passenger Railway Company.

Interest of Union Passenger Railway Company transferred to Philadelphia Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Depot Fifteenth and Cumberland streets. Starting at Fifteenth and Cumberland streets, on Fifteenth street to Susquehanna avenue, to Twelfth street, to Jackson street, to Sixteenth street, to Huntingdon street, to Fifteenth street.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment,	$929,861 66	Capital stock,	$600,000 00
Open accounts,	87,348 87	Bonds,	200,000 00
Cash,	245 05	Profit and loss,	217,455 58
Total,	$1,017,455 58	Total,	$1,017,455 58

ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. W. Reed, President,	Erie, Pa.
J. L. Sternberg, Secretary,	do.
Wm. Spencer, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
A. H. Caughey,	Erie, Pa.
Louis Strueber,	do.
Max Conrad,	do.
S. A. Davenport,	do.
Geo. P. Griffith,	do.
E. W. Reed,	do.
Chas. Fallis,	do.

Date of annual meeting for election of directors: First Monday in May.

By whom is the road operated: Erie Electric Motor Company.

General offices of the company at Erie, Pa.

For information relating to this report, address J. S. Sternberg, Erie, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter March 1, 1867.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: For more complete details of this road reference is respectfully made to the report of the Erie Electric Motor Company, by whom it is operated, under a lease made for 999 years.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$125.000 00	Capital stock,	$100,000 00
		Funded debt,	25,000 00
Total	125.000 00	Total.	$125,000 00

ERIE ELECTRIC MOTOR COMPANY, LESSEES OF ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. S. Casement, President	Painesville, O
John C. Brady, Vice President	Erie, Pa.
J. L. Sternberg, Secretary, Treasurer,	Erie, Pa.
H. F. Wilbur, Superintendent,	Erie, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
J. S. Casement	Painesville, O.
John C. Brady	Erie, Pa.
S. T. Everett	Cleveland, O.
Wm. W. Reed	Erie, Pa.
J. L. Sternberg	Erie, Pa.

Date of anual meeting for election of directors: Third Tuesday in January.

By whom is the road operated: Erie Electric Motor Company.

What road, or roads, are leased to and operated by your company: Erie City Passenger Railway Company.

General offices of the company at Erie, Pa.

For information relating to this report, address J. L. Sternberg, secretary and treasurer, Erie, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered October 8, 1888.

During the year 1888 the Electric Motor Company secured a controlling interest in the Erie City Passenger Railway Company, and leased its lines, franchises, rights, etc., for a period of 999 years.

The Edison system of electrical propulsion is used on all lines of the company.

The entire plant has been reconstructed in a substantial manner, and all equipments renewed and replaced with the best.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at public dock, south through State street to Twelfth street, thence west to Peach street, south through Peach street to city limits; also west on Twenty-sixth street from Peach street to Liberty street.

Fourth street line: West from State street, through Fourth street to Cascade street.

Sixth street line: East from State, through Sixth street to East avenue.

Eighth street line: West from State through Eighth street, Cranberry street (city limits), continuing along Lake road in Millcreek township to Massasauqua point at the head of Presque Isle bay.

Eleventh street line: East from State street, through Eleventh street to Pennsylvania avenue.

Twelfth street line: West from State, through Twelfth to Cranberry street.

East Eighteenth street line: South from Second street, through State to Eighteenth street, thence east through Eighteenth street to East avenue.

West Eighteenth street line: South from Second, through State to Eighteenth street, thence west through Eighteenth street to Cascade street.

East Twenty-sixth street line: East from State at Eighteenth street to French street, south through French street to Twenty-sixth street, east through Twenty-sixth street to East avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

Exchange tickets, transfers without cost.

Tickets in packages of twenty-five sold for $1.00; six for twenty-five cents.

GENERAL BALANCE SHEET

ASSETS.		LIABILITIES.	
Real estate,	$73,693 90	Capital stock,	$700,000 00
Stock investments,	300,000 00	Bonded debt, first mortgage,	200,000 00
Furniture and fixtures,	599 00	Bonded debt, second mortgage,	150,000 00
Eureka Advertising Agency	221 11	Bills payable,	124,441 75
Tools and machinery,	657 81	Bank account overdrawn,	141 25
Construction,	479,413 20		
Equipment,	302,640 33		
Profit and loss,	17,358 25		
Total,	$1,174,583 00	Total,	$1,174,583 00

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. F. Henry, President,	Allegheny, Pa.
Wm. H. Graham, Secretary,	do.
R. F. Ramsey, Treasurer,	do.
D. F. Henry, General Manager,	do.
Wm. M. Ramsey, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Wm. H. Graham,	Allegheny, Pa.
Samuel C. Grier,	do.
James Hunter,	do.
R. H. King,	do.
Wm. T Lindsey,	do.
O. P. Scaife,	do.
H. M. Long,	do.
Jno. P. Ober,	do.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated: Above named corporation.

With what other companies consolidated: People's Park, Observatory Hill, Perry Street, Troy Hill, Allegheny Street and Allegheny and Bellevue Passenger Railway Companies.

Date of consolidation: People's Park and Observatory Hill, July 12, 1889. Other named companies, April 19, 1892.

General offices of the company at 125 Taggart street, Pittsburgh, Pa.

For information relating to this report, address R. F. Ramsey, treasurer, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Federal Street and Pleasant Valley chartered March, 1868; completed about October 15, 1868.
People's Park chartered December 9, 1881; completed July 5, 1882.
Observatory Hill chartered June 7, 1886; completed January 1, 1887.
Perry Street and Troy Hill chartered 1890; completed May 30, 1891.
Allegheny Street chartered 1890; completed about October 1, 1892.
Allegheny and Bellevue chartered 1890; completed about April 1, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Irwin Avenue Division (main line)—From car house, Charles street, to Taggart, to Brighton, to Fremont, to Jackson, to Monterey, to North avenue, to Federal, to Ohio, to Sandusky, to Lacock, to Anderson, to bridge, across bridge to Duquesne Way, to Seventh, to Sixth avenue, to Central station.

California Avenue Division—From station at West Bellevue borough line, California avenue, to Sedgwick street, to Washington avenue, to Fremont streeet, connect with main line to Central station.

Perrysville Avenue Division—From station on Perrysville avenue, near city line, to Federal street, to North avenue, connect with main line to Central station.

Madison Avenue Division—From car house on East street, to North avenue, to Sandusky, to Ohio, to Union avenue, to Church avenue, to Anderson, to Ninth street bridge, across bridge to Ninth, to Liberty, to Seventh avenue, to Smithfield street, to Fifth avenue station.

Mount Troy Division—From car house on Lowrie street, to Gardiner street, to Troy Hill road, to William street, to Green, to Second, to East, to North avenue, connect with Madison avenue division, to Fifth avenue station.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Property account,	$990,054 50	Capital stock,	$1,400,000 00
Construction,	1,219,919 59	Bonds,	1,250,000 00
Equipment,	521,746 95	Car house mortgage,	15,000 00
Cash,	9,104 74	Bills payable,	64,207 95
Car house property,	30,000 00	Accounts payable,	328 96
Accounts receivable,	12,690 91	Construction, No. 2,	23,319 63
Office cash,	850 00	Surplus,	31,510 15
Total,	$2,784,366 69	Total,	$2,748,366 69

FORT PITT INCLINED PLANE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
William Flinn, President	Pittsburgh.
S. H. French, Secretary	1254th av., Pittsburgh.
F. L. Stephenson, Treasurer	Pittsburgh.

DIRECTORS.

NAMES	RESIDENCES.
William Flinn	Pittsburgh.
George I. Whitney	Pittsburgh.
James J. Booth	Pittsburgh.
F. L. Stephenson	Pittsburgh.
S. H. French	1254th av., Pittsburgh.

By whom is the road operated: Fort Pitt Inclined Plane Company.
Date of consolidation: June 6, 1881.
General offices of the company at 135 Fourth avenue, Pittsburgh, Pa.
For information relating to this report, address S. H. French, secretary.
What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, June 6, 1881.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Second avenue to Bluff street Sixth ward, Pittsburgh, Pa.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of fifty sold for	0 75
Family tickets	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction	$8,468 97	Cash from conductors	$5,206 87
Coupons	1,800 00	S. H. French	175 00
Oil	103 02	Booth & Flinn	800 00
Tax	127 00	Profit and loss	6,468 63
Discount	126 98	Bills payable	2,225 00
Expense	222 06	Rent	5 00
Cash	62 56	Coupon account	464 25
S. H. French	309 50		
Gas	320 00		
Cash in hands of conductors	18 05		
Hands	2,333 29		
Leases of land	888 40		
Birmingham Traction Company	208 17		
Second Avenue Traction Company	220 75		
R. S. Kennedy	100 00		
Total	$15,344 75	Total	$15,344 75

.28-8-95

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILROAD COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Jeremiah J. Sullivan, President,	Philadelphia.
R. C. Brewster, Secretary. Treasurer,	do.
W. H. Janney, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Alfred Smith,	Philadelphia.
John Noblit,	do.
Edgar Fries,	do.
James H. Gay,	do.
Charles S Lincoln,	do.
Frank Weckerly,	do.
M. W. Lipper,	do.
Horace T. Potts,	do.
Alexander M. Fox,	do.
Charles E. Ellis,	do.
George S. Gandy,	do.
James F. Sullivan,	do.

Date of annual meeting for the election of directors: Second Monday in January.
By whom is the road operated: The Electric Traction Company.
General offices of the company at 421 Chestnut street, Philadelphia, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under name of the Philadelphia and Delaware River Railroad Company, April 4, 1854.

Title changed by act of Assembly, April 9, 1858.

In April, 1892, it leased the Citizens' (Tenth and Eleventh) Passenger Railway Company.

January 1, 1893, it leased the Second and Third Streets Passenger Railway Company.

In April, 1893, it absorbed by merger and consolidation the Lombard and South Street Passenger Railway Company.

July 1, 1893, this company, with its leased lines, was leased to the Electric Traction Company of Philadelphia for 999 years.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$1,224,241 19	Capital,	$1,875,000 00
Equipment,	582,560 40	Rental,	117,187 50
Investment,	31,201 47		
Profit and loss,	30,883 88		
Cash,	123,300 56		
Total,	$1,992,187 50	Total,	$1,992,187 50

FRANKLIN ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. H. McKelvey, President.	Warren, Pa.
Geo. S. Criswell, Vice President.	Franklin, Pa.
H. R. McCalmont, Secretary,	Franklin, Pa.
E. W. Echols, Treasurer.	Franklin, Pa.
H. R. McCalmont, General Superintendent.	Franklin, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
A. H. McKelvey.	Warren, Pa
J. H. Donly.	Warren, Pa.
D. H. Siggins.	Warren, Pa.
James Roy.	Warren, Pa.
E. W. Echols,	Franklin, Pa.
Geo. S. Criswell,	Franklin, Pa.
H. R. McCalmont,	Franklin, Pa.

Date of annual meeting for the election of directors: January 17, 1895.

By whom is the road operated: Franklin Electric Street Railway.

What road, or roads, are leased to and operated by your company: Franklin and Oil City Electric Street Railway Company, February 9, 1895.

General offices of the company at Franklin, Venango county, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted August 4, 1893. Ordinance passed by councils of the city of Franklin, granting local rights of way, etc., September 9, 1893, and amended afterwards and finally passed November 10, 1893, granting rights of way over a portion of route described in charter and articles of association, also over entire additional part of route as per extension of September 7, 1893, as hereinafter set forth.

Construction was commenced April 29, 1894, as per contract, and was completed, except as to laying track over a county bridge (on Thirteenth street, Franklin) across French creek, connecting Third ward of the city with the First and Second wards, September 30, 1894. Power could not then be furnished, hence cars were not run (over portion thus completed) until October 15, 1894. The road has been in continuous operation since date last mentioned. It was found necessary, however, to discontinue operation of that part lying in Third ward (east or north of French creek) after the heavy snows of winter set in, because of being deprived of the use of the bridge above mentioned.

Negotiations for use of said bridge are now (June 30, 1895) pending, with fair prospects of securing from the county commissioners the use of same.

On 7th of November, 1894, a further extension of route to Oil City, Pa., was determined upon and proper papers were prepared and duly filed for same. This extension necessitated negotiations with the Franklin and Oil City Electric Street Railway Company, as said extension covers a portion of the route of the last named company, and looking toward a consummation of same, the proper and necessary resolutions were adopted by the stockholders and also the directors of the Franklin Electric Street Railway Company, authorizing an increase of its capital stock, $140,000 (making a total of $200,000).

On February 9, 1895, the negotiations terminated in an agreement to consolidate the two companies by both being merged into the Franklin Electric Street Railway Company.

Steps are now being taken to enter upon the construction of the extension thus partially provided for by completing the road heretofore begun by the Franklin and Oil City Electric Street Railway Company over the route or extensions of route of the last named company, the same being embraced in the extensions of the route of the Franklin Electric Street Railway Company November 7, 1894, above mentioned.

Since entering above (history, etc.), an agreement has been entered into between the county commissioners and Franklin Electric Street Railway Company, under date of August 9, 1895, whereby said company has the use of said bridge, and having laid its tracks, etc., is now running cars over the entire line in all three wards of the city.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Grant street from Mo. street to Thirteenth street, Thirteenth street from Grant to Upper French creek bridge and thence on Thirteenth street to L. S. & M. S. R. R. tracks. Liberty street from Thirteenth street to First street, Eighth street from Liberty to within 200 feet of west end of Allegheny river bridge track, as laid, connects with no other road.

The route covered by the charter (and articles of association) also includes Elk street from Thirteenth street down, and on Elk to the river road or highway leading down the Allegheny river, and thence down along and on said highway to what is known as the Lower or Big Rock Bridge across the Allegheny river.

The route covered by "extensions" duly provided for are as follows: From the northerly end of Thirteenth street, in the city of Franklin, where the Dempsey town road intersects the end of said street, on and along said Dempsey town road or highway in Sugar Creek township, to where the highway leading from the Eclipse Oil Works intersects same, thence along said highway to Eclipse Oil Works, where said highway intersects the highway leading from Franklin to Oil City, thence along said highway through Sugar Creek and Cornplanter townships and the village of Reno to Oil City, entering said city on Main street, thence along Main street to street occupied by Oil City street railway.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00
Tickets in packages of six sold for	0 25
Tickets for school children, forty sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment (including payment as per contract of 800 shares capital stock at par, $40,000, for exclusive franchise of system of electric motor, also including cash part, $34,000 on construction car, equipment, etc.,)	$74,000 00	Capital stock, (thus far completely authorized),	$60,000 00
Car barn lots, with car barns,	1,400 00	Unfunded debt,	35,000 00
Paving brick—special pattern,	700 00	Gross receipts, (from date cars were run, Oct. 15, 1894, to June 3, 1895,	7,811 69
Material on hand	300 00	Profit and loss,	4,421 46
Expense operating road, Oct. 15, 1894 to June 30, 1895,	7,641 61		
Interest on funded debt,	1,750 00		
Miscellaneous,	614 93		
State taxes,	26 61		
Expended as per sum paid in salaries to directors during 11 months (to July 17, 1894,) previous to operating the road, (and intended to cover expenses, salaries, etc. of said directors while getting right of way, ordinance, etc., paid in cash $800, paid in stock at par $20,000),	20,800 00		
Total,	$107,233 15	Total,	$107,233 15

GERMANTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Martin V. Burton, President,	Philadelphia.
John J. Gilroy, Secretary,	do.
Harry J. Delany, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Mayer Siedenbach	Philadelphia.
Clarence B. Moore	do.
William Dulles	do
Samuel H. Jarden	do.
Martin V. Burton	do.

Date of anual meeting for election of directors: Second Monday June each year.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at Guarantee Trust and Safe Deposit Company, 316 Chestnut street, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Germantown Passenger Railway Company is leased to the People's Passenger Railway Company of Philadelphia for 999 years, from October 1, 1881, at an annual rental of $135,000. Lessee pays in addition to rental all taxes, interest upon bonds, organization expenses, etc.

By the terms of a supplemental lease made December 1, 1893, the annual rental will be increased January 1, 1895, to $142,500; January 1, 1896, $150,000; January 1, 1897, and thereafter to $157,500.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment	$950,782 56	Capital stock	$572,800 00
Cash	3,088 90	Mortgage bonds, first	67,500 00
Sinking fund bonds in hands Guarantee Safe Deposit and Trust Company	85,440 74	Mortgage bonds, second	160,000 00
Expenses	384 00	Unclaimed dividends	310 87
		Profit and loss	150,532 51
		Directors' account	46 50
		Interest on deposits	65 58
		Maintenance of organization	3,000 00
		Sinking fund of bonds Guarantee Safe Deposit and Trust Company	85,440 74
Total	$1,039,696 20	Total	$1,039,696 20

Note.—By the terms of the lease the rental is paid to the Guarantee Trust and Safe Deposit Company, and by them converted into dividends and paid by them. Likewise the interest upon both issues of bonds and the same provisions extends to the sinking fund of bonds, and the same in hands of said Guarantee Trust and Safe Deposit Company.

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year; July, 1894, two and one-fourth per cent.; October, 1894, two and one-fourth per cent.; January, 1895, two and three-eighths per cent.; April, 1895, two and ehree-eighths per cent.

Paid in dividends, cash, ... $138,750 00

Paid to sinking fund, first and second mortgage bonds, ... 85,440 74

THE GETTYSBURG ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
E. M. Hoffer, President	Hummelstown, Pa.
H. G. Walmer, Secretary	do.
Geo. P. Hoffer, Treasurer	do.
E. M. Hoffer, Manager and Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
E. M. Hoffer,	Hummelstown, Pa.
Geo. H. Grove,	Hummelstown, Pa.
F. D. Blessing,	Hummelstown, Pa.
H. G. Walmer,	Hummelstown, Pa.
Henry Deck,	Philadelphia, Pa.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: The Gettysburg Electrical Railway Company.

General offices of the company at Gettysburg, Adams county, Pa.

For information relating to this report, address E. M. Hoffer, Hummelstown, Pa., or West End Trust and Safe Deposit Company, 2020 Chestnut street, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated July 28, 1891.

Actual work of construction began in April, 1893. About one-half of road operated in 1893. from July 14, 1893.

Constructed sufficiently to operate in full May 1, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The road commences at the power house, situated at the junction of Washington street and the railroad, thence south to Chambersburg street, thence on Chambersburg street to the square, thence out Baltimore street to the National cemetery, thence on company's land around the Citizen's cemetery to Taneytown road to other side of National cemetery, thence on company's land to Emmetsburg road, thence on Emmetsburg road south about two miles to the Wheatfield road, thence on the Wheatfield road about 1,000 feet to a point, thence on company's land through the Wheatfield and around Devil's Den, through the Valley of Death and along the base of Little Round Top, about 7,000 feet to the Wheatfield road, thence about 1,000 feet to the line of the Gettysburg and Harrisburg Railroad Company (Round Top Extension), thence along said line of railroad about 6,000 feet to the Emmetsburg road, thence on the Emmetsburg road about one and a half miles to Washington street, thence on Washington street to place of beginning. With a spur track from the square north on Carlisle street to Western Maryland Railroad Company station.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$147,457 68	Capital stock,	$100,000 00
Equipment,	86,019 95	Funded debt,	200,000 00
Artesian well,	945 90	Unfunded debt,	10,000 00
Accounts receivable,	13,742 79		
Deficit,	61,833 68		
Total,	$310,000 00	Total,	$310,000 00

GIRARD AVENUE RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. C. Golden, President,	Philadelphia.
Thos. B. Foot, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
D. C. Golden.	Philadelphia.
Thos. B. Foot,	do.
Nelson Jaller.	do.
R. C. Shelmerdine,	do.
MacClellan Hersh,	do.

Date of annual meeting for the election of directors: Second Monday in January.
By whom is the road operated: People's Passenger Railway Company.
General offices of the company at Philadelphia.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 17, 1894.
Double track. Cars began to run May 30, 1895.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at the intersection of Girard avenue and Lancaster avenue, in the city of Philadelphia, thence along Girard avenue to Sixty-first street, thence returning along Girard avenue to place of beginning.

GREEN AND COATES STREETS PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES
Moses A. Dropsie, President,	Philadelphia.
Lewis S. Renshaw, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
James McManes,	Philadelphia.
Phineas Fries,	do.
William Dulles,	do.
James F. Sullivan,	do.
Meyer Siedenbach,	do.
Mayer Troutman,	do.
Joseph Koch,	do.
Martin V. Burton,	do.
Benjamin F. Hart,	do.
Samuel H. Jarden,	do.
Henry Siedenbach,	do.
Jas. Buckman,	do.

Date of annual meeting for the election of directors: Second Monday in January.
By whom is the road operated: People's Passenger Railway Company.
General offices of the company at 1001 Chestnut street, Philadelphia.
For information relating to this report, address Lewis S. Renshaw, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Green and Coates Streets Philadelphia Passenger railway was leased to the People's Passenger Railway Company for the term of nine hundred and ninety-nine years from September 1, 1881, for rental of $60,000 per anum.

A detailed report will be made by the lessee.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipments	$258,181 43	Capital stock	$150,000 00
Real estate	64,285 19	Bonds	100,000 00
Cash	7,210 15	Ground rent and mortgage	21,916 68
		Profit and loss	57,760 09
Total	$329,676 77	Total	$329,676 77

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 7, 1894, three per cent., $15,000; October 7, 1894, three per cent., $15,000: January 7, 1895, three per cent., $15,000; April 7, 1895, three per cent., $15,000.

Paid in dividends, cash, ... $60,000 00

GREENSBURG AND HEMPFIELD ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. W. Jamison, President	Greensburg, Pa.
James E. Keenan, Secretary, Treasurer	do.
F. Y. Clopper, General Manager	do.
R. C. Reamer, General Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
F. Y. Clopper	Greensburg, Pa.
Thos. Donohoe	do.
Jacob U. Kuhns	do.
James S. Moorhead	do.
W. W. Jamison	do.

Date of annual meeting for the election of directors: Second Monday in January.

By whom is the road operated: The Greensburg and Hempfield Electric Street Railway Company.

With what other companies consolidated: Greensburg and Suburban Street Railway Company, Greensburg Street Railway Company.

Date of consolidation: With Greensburg and Suburban Street Railway Company, June 27, 1890, with Greensburg Street Railway Company, May 13, 1890.

General offices of the company at Greensburg, Pa.

For information relating to this report, address James E. Keenan, secretary.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Greensburg and Hempfield Electric Street Railway Company was granted a charter by the Commonwealth of Pennsylvania, on 27th day of September, 1889; organize 29th September, 1889, at which time books were opened for subscriptions to the capital stock of said company. The stock subscribed and paid up was 1,185 shares at $50.00 per share, amounting to $59,250.00. The contract for constructing road was made May 1, 1890, and the road was finished and fully equipped and turned over to the company on October 20, 1890.

The officers elected at first meeting were: R. S. Jamison, president; Edward Donohue, secretary; W. A. Huff, treasurer; directors, R. S. Jamison, Thos. Donohue, Geo. F. Huff, George M. Jones, John B. Head.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The line of the Greensburg and Hempfield Electric Street railway starts at a point near the Greensburg passenger station of the Pennsylvania Railroad Company on Pennsylvania avenue in Greensburg borough, thence running south on said avenue to West Otterman street, east on West Otterman street to North Main street, south on North Main street to West Pittsburgh street, west on West Pittsburgh street to West Newton road, southwest on West Newton road, continuing through said borough of Greensburg (formerly the borough of Bunker Hill) to Alexander street, south on Alexander street to Stanton street, west on Stanton street to Greene street, thence south on Greene street through the borough of Southwest Greensburg to Huff road, southwest on Huff road to Huff avenue, thence extended south on Huff avenue to Huff station on the Southwest Pennsylvania railroad.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment, real estate, etc., as represented by stock and bonds issued,	$118,500 00	Capital stock,	$59,250 00
Park Improvement,	1,276 12	Funded debt,	59,250 00
Road extension and plant improvement,	3,571 05	Unfunded debt,	9,451 80
Materials on hand,	855 00	Interest on bonds,	11,887 59
Cash on hand and accounts receivable,	929 25	Interest on park mortgage,	910 00
Deficit,	15,617 88		
Total,	$140,749 30	Total,	$140,749 30

HANOVER AND McSHERRYSTOWN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. E. Ehrehart, President,	Hanover, Pa.
A. H. Melhorn, Secretary,	do.
E. H. Hostetter, Treasurer,	do.
Esau Bailey, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Lewis D. Seil,	Hanover. Pa.
E. H. Hostetter,	Hanover, Pa.
A. H. Melhorn,	Hanover, Pa.
Dr. A. C. Wentz,	Hanover. Pa.
John A. Poist,	Hanover, Pa.
S. L. Johns,	McSherrytown, Pa.

Date of annual meeting for the election of directors: Second Monday of January.
By whom is the road operated: Hanover and McSherrytown Street Railway Company.
General offices of the company at Hanover, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated September 30, 1892.
Road completed and operation commenced September 8, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Baltimore street, Hanover borough, York county, Pa., to Centre square, Centre square to Carlisle street, Carlisle street to McSherrytown street, through McSherrytown street to High street, through High street to Maple avenue, through Maple avenue to Commerce street, through Commerce street to Linden avenue, through Linden avenue to lands of John Herr, through said lands to North street, through North street to Church street.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$26,273 18	Capital stock,	$30.000 00
Equipment,	8,237 00	Unfunded debt,	6,650 00
Materials on hand,	450 00		
Deficit,	1,689 82		
Total,	$36,650 00	Total,	$36.650 00

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Henry A. Kelker, President,	Harrisburg. Pa.
George R. Fleming. Vice President,	do.
Alex. Roberts. Secretary,	do.
Wm. L. Gorgas, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. A. Gorgas,	Harrisburg, Pa.
J. G. M. Bay,	Harrisburg, Pa.
Edward Bailey,	Harrisburg, Pa.
Harris Cohen,	Harrisburg, Pa.
John T. Ensminger,	Harrisburg, Pa.
H. M. Kelley,	Harrisburg, Pa.
A. C. McKee,	Harrisburg, Pa.
George T. Rohrer,	Harrisburg, Pa.
E. C. Felton,	Steelton, Pa.

Date of annual meeting for election of directors: First Monday of May.
By whom is the road operated: East Harrisburg Passenger Railway Company.
General offices of the company at 27 South Second street, Harrisburg, Pa.
For information relating to this report, address Wm. L. Gorgas, treasurer, Harrisburg, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

For history of organization see report No. 16, June 30, 1893.

On May 1, 1891, the East Harrisburg Passenger Railway Company leased for a term of ninety-nine years the road bed, property and franchises of this company at an annual rental of $15,000 and expenses for maintaining organization.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$94,745 07	Construction,	$125,000 00
Equipment,	72,220 86	Balance,	51,203 17
Investments,	1,200 00		
Cash on hand June 30, 1894,	8,039 24		
Total,	$176,203 17	Total,	$176,203 17

HARRISBURG AND MECHANICSBURG ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. W. Cumbler, President,	Highspire, Pa.
W. L. Gorgas, Secretary and Treasurer,	Harrisburg, Pa.
T. H. Alleman, General Manager,	Steelton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
T. H. Alleman,	Steelton, Pa.
G. W. Cumbler,	Highspire, Pa.
W. L. Gorgas,	Harrisburg, Pa.
B. F. Meyers,	Harrisburg, Pa.
W. K. Meyers,	Harrisburg, Pa.
Jas. Moore,	Camp Hill, Pa.
F. B. Skyles,	Martinsburg, Pa.

Date of annual meeting for the election of directors: Second Tuesday in May.
By whom is the road operated: Harrisburg and Mechanicsburg Electric Railway Company.
General offices of the company at Harrisburg, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted May 7, 1892.

The Fairview and Riverton electric railway and the Harrisburg and Cumberland electric railway have been merged into the Harrisburg and Mechanicsburg Electric Railway Company, who now own all their rights, franchises and stocks and have assumed all their indebtedness.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Market square, city of Harrisburg, connecting there with tracks of the Harrisburg Traction Company, thence to Walnut street, on Walnut street to the People's bridge across the Susquehanna river, thence in Cumberland county to bridge near the village of West Fairview; also from the western end of the People's bridge on road leading to the village of Riverton, and in Riverton on Hummel avenue, with rights of way not yet occupied by track between Riverton and New Cumberland and Riverton and Mechanicsburg.

RATE OF FARE FOR PASSENGERS.

Single fare, five and seven cents.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment and building West Fairview and Riverton Passenger Railway Company,	$245,650 00	Capital stock	$225,000 00
		Funded debt	45,000 00
Capital stock unissued	112,500 00	Unfunded debt	85,500 00
Bonds, unissued	179,000 00	Profit and loss and cash in treasury	181,650 00
Total	$537,150 00	Total	$537,150 00

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Isaac Blum, President	Philadelphia.
S. J. Martin, Vice President	do.
W. R. Benson, Secretary, Treasurer	do.
D. A. Hegarty, General Manager	do.

DIRECTORS.

NAMES.	RESIDENCES.
Chas. H. Banes	Philadelphia.
Geo D. McCreary	do.
Simon J. Martin	do.
Ferdinand Marks	do.
Sam'l Y. Heebner	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Hestonville, Mantua and Fairmount Passenger Railway Company.

With what other companies consolidated: Fairmount and Arch Street Passenger Railway Company and Fairmount Passenger Railway Company.

Date of consolidation : December 29, 1864, and February 15, 1865.

What road, or roads, are leased to and operated by your company: Fairmount Park and Haddington Passenger Railway Company.

General offices of the company at 4300 Lancaster avenue, Philadelphia, and 713 Drexel Building, Philadelphia.

For information relating to this report, address W. R. Benson, secretary, 4300 Lancaster avenue.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by the act of Assembly approved April 6, 1859, and consolidated with the Fairmount and Arch Street Passenger Railway Company and the Fairmount Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Arch street, main line: Down Belmont avenue to Lancaster avenue, to Haverford avenue, to Thirty-third street, to Spring Garden, to Twentieth street, to Arch street, to Front street, up Arch street to Twenty-first street, to Callowhill street, to Twenty-third street, to Spring Garden street, to Lancaster avenue, to Belmont avenue, to Elm avenue.

Hestonville branch: Up Lancaster avenue to Fifty-second street, to George's Hill, return same route to depot.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 08

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.		
Construction,	$1,279,437 01	Capital stock,		$833,281 36
Equipment,	432,262 25	Hestonville M. & F. Pass. Railway Co's consolidated mortgage bonds,	$1,050,500 00	
Real estate,	437,249 72	Hestonville second mortgage bonds,	75,000 00	
Sundry accounts,	16,808 83	Fairmount Passenger Railway Co. first mortgage bonds,	124,500 00	
Cash,	13,698 34			1,250,000 00
		Ground rents and mortgages,		30,528 18
		Profit and loss,		65,646 61
Total,	$2,179,456 15	Total,		$2,179,456 15

HOMESTEAD AND HIGHLANDS STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Richard G. Wood, President,	Allegheny, Pa.
S. J. Macfarran, Vice President,	Pittsburgh
J. Harper Adams, Secretary	Allegheny, Pa.
Louis Robb, Treasurer,	Homestead, Pa.
S. J. Macfarran, General Superintendent,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
Richard G. Wood,	Allegheny, Pa.
Thomas A. Noble,	Pittsburgh.
Louis A. Robb,	Homestead, Pa.
Jacob Trautman,	Homestead, Pa
S. J. Macfarran,	Pittsburgh.

Date of annual meeting for the election of directors: Third Tuesday of January.

By whom is the road operated: Jointly with the Schenley Park and Highlands Railway Company.

General offices of the company at Homestead, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered September 6, 1892.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Superintendent and organization,	$24.546 21	Capital stock,	$100,000 00
Engineering,	5.857 77	Cash in bank,	1,241 58
Rights of way,	40,646 92	Mortgage payable,	7,300 00
Building construction,	12,689 96	Bonds payable,	20,000 00
Track and roadway construction,	56,906 17	Bills payable,	85 986 85
Overhead line,	8.794 15	Accounts payable,	16,122 11
Car equipment,	18.899 55	Joint traffic account,	3.744 99
Power station equipment,	60,644 67		
Tools and machinery,	88 93		
Joint account expenses,	2,735 50		
Advertising,	276 14		
Accounts receiveable,	2,309 56		
Total,	$234,395 53	Total,	$234,395 53

JOHNSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Tom L. Johnson, President,	Cleveland, Ohio.
Herman Baumer, Vice President,	Johnstown, Pa
S. E. Young, Secretary,	Johnstown, Pa.
B. L. Yeagley, Treasurer,	Johnstown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Tom L. Johnson,	Cleveland, Ohio.
Jno. B. Hoefgan,	Brooklyn, N. Y.
A. J. Moxham,	Johnstown, Pa.
Alex. Kennedy,	Johnstown, Pa.
Herman Baumer,	Johnstown, Pa.
S. E. Young,	Johnstown, Pa.
T. C. DuPont,	Johnstown, Pa.

By whom is the road operated: Johnstown Passenger Railway Company.
General offices of the company at Central avenue, Johnstown, Pa.
For information relating to this report, address S. E. Young, secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted May 8, 1882.
Road destroyed by flood May 31, 1889. Rebuilt in 1890 and 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Central avenue, Valley pike, Franklin street, Main street, Walnut street, Market street, Washington street, Iron street, Front street, Broad street, Fairfield street, River street, Main street (Coopersdale), Clinton street, Centre street, Railroad street, First street, Maple avenue, Bedford street, Johnson and Scalphoel Pipe township, Dale borough. Have no connections with other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange free.	
Tickets in packages of twenty sold for (each),	0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$350,017 63	Capital stock,	$210,200 00
Equipment,	74,421 53	Bonds,	250,000 00
Real estate,	30,663 00	Bills payable,	74,061 92
Bills receivable,	2,500 00	Receipts,	43,131 05
Flood loss,	82,729 16	Profit and loss,	12,208 59
Stoney Creek bridge,	5,132 28	Improvements,	2,201 76
Operating expenses,	26,227 46		
Interest,	10,303 24		
Cash,	9,809 02		
Total,	$591,803 32	Total,	$591,803 32

STOCKS AND DIVIDENDS.

Paid in dividends, stock,	$25,200 00

KESSLER STREET CONNECTING PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
George D. Widener, President,	Philadelphia.
D. W. Dickson, Secretary. Treasurer.	do

DIRECTORS.

NAMES.	RESIDENCES.
George W. Elkins,	Philadelphia.
David H. Lane,	do.
R. F. Bower,	do.
John B. Peddle.	do.

Date of annual meeting for election of directors: Second Monday in January of each year.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at northwest corner Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 17, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Kessler street, from Wallace street to Spring Garden street, returning by same route.

RATE OF FARE FOR PASSENGERS.

Included in report of Philadelphia Traction Company.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash.	$164 80	Capital stock,	$5,000 00
Construction,	7,700 31	Open accounts,	2,865 11
Total.	$7,865 11	Total,	$7,865 11

LACKAWANNA VALLEY RAPID TRANSIT COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Edwin Corey, President,	Uniondale, Pa.
Henry B. Jadwin, Secretary.	Carbondale, Pa.
John W. Aitkin, Treasurer,	Carbondale, Pa.
Thos. Aubrey, Auditor,	Scranton, Pa.
John W. Aitkin, General Manager,	Carbondale, Pa.
D. J. Duncan, General Superintendent.	Carbondale, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Edwin Corey,	Uniondale, Pa.
Henry B. Jadwin,	Carbondale, Pa
John W. Aitkin,	Carbondale, Pa.
Jas. M. Nical.	Carbondale, Pa.
Geo. Carragan.	Bayonne, N. J.

By whom is the road operated: Lackawanna Valley Rapid Transit Company.
What road, or roads, are leased to and operated by your company: Carbondale Traction Company, Carbondale and Forest City Passenger Railway Company.
General offices of the company at Carbondale, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted June 22, 1894, and organization thereupon effected.

The original capital stock was, on November 22, 1894, increased from $10,000 to $300,000, and again increased on December 10, 1894, to $800,000.

On January 1, 1895, the issue of $400,000 bonds at six per cent. was authorized.

The lease of the Carbondale Traction Company and that of the Carbondale and Forest City Passenger Railway Company was acquired August 1, 1894, the first named company's road having since that date been operated by the Lackawanna Valley Rapid Transit Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Forest City, Pa., thence along public highway through Vansling, Richmondale, to Simpson, Tell township, thereon by said Tell township by Belmont road to Carbondale, thereon via Belmont street, Canaan street, Church street, Salem avenue, Main street, Eighth avenue, Brooklyn street, right of way N. Y. & W. R. R. Co., Cabbage street to Carbondale township, thence by Providence and Carbondale turnpike, crossroad, prolongation of Lackawanna avenue to Mayfield, thence via Poplar street, Main street, to borough of Jermyn, thence via Main street, Providence turnpike, into and through Main street, Archbald to Wiler hotel, continuing along aforesaid turnpike to north boundary of Blakely township.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$90,401 44	Passenger earnings,	$43,520 77
Equipment,	30,244 17	Bills payable,	180,726 94
Betterment,	3,722 72	Accounts payable,	18,144 80
Operating expenses,	30,703 44		
Bank account,	1,995 94		
Anthracite Park account,	16,002 42		
Anthracite Publishing Company,	12,882 32		
Interest,	13,526 72		
Carbondale Traction Company,	42,913 33		
Total,	$242,392 50	Total,	$242,392 50

IMPORTANT CHANGES DURING THE YEAR.

On August 1, 1894, was acquired the lease of the Carbondale Traction Company and the lease of the Carbondale and Forest City Passenger Railway Company.

LACKAWANNA STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
Chas. H. Mullin,	President,	Mt. Holly Springs, Pa.
Robt. C. Adams,	Secretary, Treasurer,	Scranton, Pa.

29-8-95

DIRECTORS.

NAMES.	RESIDENCES.
Charles H. Mullin,	Mt. Holly Springs, Pa.
L. A. Watres,	Scranton, Pa.
Lemuel Amerman,	Scranton, Pa.
Robt. C. Adams,	Scranton, Pa.

By whom is the road operated: Scranton Traction Company.
General offices of the company at Scranton.
For information relating to this report, address Robert C. Adams, Scranton, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 17, 1893, leased 4th October, 1893, to Scranton and Pittston Traction Company.
Up to June 30, 1895, there were 5.48 miles constructed.
Remainder of road is in process of construction.
Scranton and Pittston Traction Company is leased to Scranton Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Scranton city line on Main street to borough of Taylor, and from Scranton city line on Cedar avenue and Main street to Moosic.

LANCASTER AND COLUMBIA PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Dr. M. L. Herr, President,	Lancaster, Pa.
J. W. B. Bausman, Secretary,	do.
John C. Carter, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES,
Dr. M. L. Herr,	Lancaster, Pa.
Walter M. Franklin,	do.
Geo. Vauman,	do.
A. C. Reinochl,	do.
J. W. B. Bausman,	do.

Date of annual meeting for election of directors: January 8, 1894.
By whom is the road operated: Pennsylvania Traction Company, the lessee.
General offices of the company at Lancaster, Pa.
For information relating to this report, address Dr. M. L. Herr, Lancaster, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The length of the road is eight miles, extending from Lancaster to Columbia, along the line of the Susquehanna turnpike, connecting with the electric systems of the two towns above named.

It is leased to the Pennsylvania Traction Company for a long term of years at an annual rental of $22,500. Beginning February 1, 1894, and payable semi-annually, to wit; February 1, and August 1.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment and necessary real estate,	$262,500 00	Capital stock,	$37,500 00
		Funded debt.	225,000 00
Total,	$262,500 00	Total,	$262,500 00

Cash in treasury, $531.10, which will be entirely absorbed by outstanding claims not fully adjusted.

LEBANON AND MYERSTOWN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. M. Shenk, President,	Lebanon, Pa.
S. L. Brightbill, Secretary,	Annville, Pa.
George D. Rice, Treasurer,	Lebanon, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
J. M. Shenk,	Lebanon, Pa.
C. Shenk,	Lebanon, Pa.
S. L. Brightbill,	Annville, Pa.
H. H. Kreider,	Annville, Pa.
S. P. Light,	Lebanon, Pa.
H. H. Light,	Lebanon, Pa.
Thomas Evans,	Lebanon, Pa.
Lyman H. Nutting,	Lebanon, Pa.
H. C. Harner,	Lancaster, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: By the Lebanon and Annville Street Railway Company.
General offices of the company at Lebanon, Pa.
For information relating to this report, address George D. Kise, treasurer, Lebanon, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 4, 1892. Commenced running cars August 25, 1893.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$70,588 15	Capital stock paid in,	$76,500 00
Equipment, $7,784 80		Bills payable,	3,000 00
Car house, 340 18		Rental received,	1,912 50
	8,124 98		
Bills receivable,	448 69		
Cash on hand,	338 18		
Dividend declared January 1, 1895.	1,900 00		
Amount applied to previous dividend,	12 50		
Total,	$81,412 50	Total,	$81,412 50

LEBANON AND ANNVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Jacob M. Shenk, President,	Lebanon, Pa.
S. P. Light, Vice President,	do.
H. H. Light, Secretary,	do.
Frank H. Reinœhl, Treasurer,	do.
Jacob M. Shenk, General Manager,	do.
Chas. H. Smith, General Superintendent,	

DIRECTORS.

NAMES.	RESIDENCES.
Jacob M. Shenk,	Lebanon, Pa.
S. P. Light,	Lebanon, Pa.
H. H. Light,	Lebanon, Pa.
H. O. Nutting,	Lebanon, Pa.
A. Hess,	Lebanon, Pa.
Jno. H. Hoffer,	Lebanon, Pa.
H. H. Kreider,	Annville, Pa.
Sam'l L. Brightbill,	Annville, Pa.
H. C. Harner,	Lancaster, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Lebanon and Annville Street Railway.

What road, or roads, are leased to and operated by your company: Lebanon and Myerstown Street Railway Company.

General offices of the company at Lebanon, Pa.

For information relating to this report, address Frank H. Reinoehl.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated September 12, 1890. Partly opened to travel August 17, 1891. Entire road opened to travel May 30, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at west end of Annville, Lebanon county, east through said town to Eighth street, city of Lebanon, starting at Eighth and Locust streets, city of Lebanon, north to Maple street, thence east to Mt. Lebanon cemetery, starting at First and Lehman streets, west on Lehman street to Twenty-second street, starting on Eighth and Cumberland streets, city of Lebanon, east along Cumberland street through said city to the junction of the village of Avon and the Philadelphia and Reading railroad, where it conects with the Lebanon and Myerstown Street Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-four sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment and real estate,	$200,442 13	Capital stock,	$100,000 00
Damages adjusted,	3,000 00	Funded debt,	100,000 00
Lebanon and Myerstown Railway,	494 92	Bills payable,	2,000 00
Cash,	1,107 96	Undivided profits,	3,045 01
Total,	$205,045 01	Total,	$205,045 01

STOCKS AND DIVIDENDS.

Paid in dividends, July 24, 1894, 2 1-2 per cent.; January 15, 1845, 2 1-2 per cent., amounting to $5,000.

Total surplus, $3,045 01

LEHIGH AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES
Frank Weekerly, President,	St. Davids, Del. Co., Pa.
Edgar Fries, Vice President,	Philadelphia.
R. C. Brewster, Secretary, Treasurer,	Philadelphia.
W. H. Janney, General Superintendent,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
E. H. Hults,	Philadelphia.
Jas. F. Sullivan,	do.
Chas. S. Lincoln,	do.
John L. Clawson,	do.
M. W. Lipper,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The Lehigh Avenue Railway Company of Philadelphia, Pa.

General offices of the company at 421 Chestnut street.

For information relating to this report, address R. C. Brewster, secretary, 421 Chestnut street.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 18, 1873. City ordinance granting permission to lay track, December 24, 1886. Construction of track begun in 1887. Commenced running cars May 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Lehigh avenue from Fifth street to Glenwood avenue, Glenwood avenue to Lamb tavern road, Lamb tavern road to Lehigh avenue, Lehigh avenue to depot on Ridge avenue; returning same route.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 08

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$439,588 21	Capital,	$600,000 00
Equipment,	19,435 64		
Accounts receivable and real estate,	66,671 66		
Profit and loss,	35,021 01		
Cash,	39,283 48		
Total,	$600,000 00	Total,	$600.000 00

LEHIGH TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. W. Kline, President.	Hazleton, Luzerne county, Pa.
J. G. Saeger, Vice Presicent.	do. do.
E. S. Doud, Secretary,	do. do.
N. C. Yost, Treasurer,	do. do.
A. Markle, General Manager.	do. do.
A. E. Hess. General Superintendent,	do. do.

DIRECTORS.

NAMES.	RESIDENCES.
George R. Bedford,	Wilkes-Barre, Pa.
H. Dryfoos.	Hazleton, Pa.
John B. Price.	Hazleton, Pa.
C. W. Kline,	Hazleton, Pa.
J. G. Saeger.	Hazleton, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Lehigh Traction Company.

What road, or roads, are leased to and operated by your company: Hazleton and North Side Electric Railway, Hazleton and South Side Electric Railway, Hazleton and Suburban Street Railway Company.

General offices of the company at Hazleton, Luzerne county, Pennsylvania.

For information relating to this report, address E. S. Doud, secretary.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered November 7, 1892.

Contracted construction, etc., March 30, 1893. Commenced operating July 8, 1893. Extensions from time to time. July 1, 1895, operating about twenty-three miles. Commenced carrying United States mails March 11, 1895.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Broad street, Wyoming street, Beech street, Poplar street, Diamond avenue, Vine street, Alter street, in city of Hazleton. Hazleton township, Foster township, borough of West Hazleton, Jeddo, Freeland, Banks township, Kline township.

South side from Hazleton to Kelayres.

North side from Hazleton to Freeland.

North side from Hazleton to Milnesville and Lattimer mines.

Suburban from Hazleton to West Hazleton.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

Tickets in packages of fifty and one hundred sold for $2.00, $2.25 and $4.00.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Franchises,	$1,000,000 00	Capital stock,	$1,000,000 00
Cash,	2,563 20	Bonds,	500,000 00
Construction and equipment,	741,713 63	Accounts we owe,	148,484 81
Accounts,	2,024 99	Additional bonds,	115,000 00
Bonds,	30,000 00	Profit and loss,	23,128 50
Hazle Park,	10 311 49		
Total,	$1,786,613 31	Total,	$1,786,613 31

IMPORTANT CHANGES DURING THE YEAR.

Contracted with United States government to carry mails from Hazleton to Harleigh, Ebervale, Milnesville and Lattimer mines and commenced the same March 11, 1895.

Purchased Hazle park, a summer resort two and one-half miles from Hazleton, consisting of about thirty-two acres, and have improved it at a cost of $41,000.

Erected a second car barn, storage or housing efficiency for thirty cars; two store rooms in same building, cost $55,000.

LEHIGH VALLEY TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
M. S. Kauffman, President,	Allentown, Pa.
Jilson C. Coleman, Secretary and Treasurer,	Brooklyn, N. Y.
A. F. Walker, Manager,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
M. L. Kauffman,	Allentown, Pa.
Jilson C. Coleman,	Brooklyn, N. Y.
Albert L. Johnson,	New York city.
Wilson J. Hartzell,	Allentown, Pa.
Robert E. Wright,	Allentown, Pa.

By whom is the road operated: Allentown and Lehigh Valley Traction Company.

General offices of the company at Allentown, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter February 23, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets ocucpied and connections: Beginning at the northern terminus of this road at Bridge street and Lower Catasauqua bridge, in West Catasauqua, where connection is made with the tracks of the Allentown Passenger Railway Company, thence in a general southwardly direction over public roads in Whitehall township, through the villages of West Catasauqua and Fullerton, to the northern limits of the city of Allentown, thence continuing southwardly on Fourth street to Washington street, west on Washington street to Sixth street, south on Sixth street to Union street, west on Union street to Lehigh street, south on Lehigh street to the southern limits of the city of Allentown, and continuing south through South Allentown to a private right of way at the end of Lehigh avenue and thence in an eastwardly direction through Aineyville and Southeast Allentown, over public roads through the township of Salisbury, and over private rights of way to Salisbury square, thence continuing on public roads to the borough of Fountain Hill, and through this borough on Seneca and other streets to the borough of South Bethlehem, thence through said borough on Freytag, Cherokee, Dakota and Broad streets to the corner of Broad and Fourth streets, where connection is made with the tracks of the Bethlehem and South Bethlehem Street Railway Company.

A line is also constructed in the borough of South Bethlehem, beginning at Third and Broadhead avenue, continuing through Broadhead avenue to Packer avenue, through Packer avenue to New street, through New street to Fourth street, through Fourth street to a point near the eastern borough limits.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant,	$75,000 00	Capital stock,	$75,000 00

LOCK HAVEN ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
L. M. Patterson, President,	Lock Haven, Pa.
W. H. Mayer, Vice President,	Lock Haven, Pa.
R. H. Irvine, Secretary,	Lock Haven, Pa.
J. A. Seely, Treasurer,	New York City, N. Y.
R. H. Irvine, General Manager,	Lock Haven, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
L. M. Patterson,	Lock Haven, Pa.
W. H. Mayer,	Lock Haven, Pa.
J. H. Fredericks,	Lock Haven, Pa.
Wilson Kestler,	Lock Haven, Pa.
J. A. Seely,	New York City, N. Y.
P. J. Bennett,	New York City, N. Y.
C. O. Baker, Jr.,	New York City, N. Y.
Geo. F. Porter.	New York City, N. Y.
A. J. Belden,	Syracuse, N. Y.

By whom is the road operated: Lock Haven Traction Company.

General offices of the company at Lock Haven, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered under provisions of an act of the General Assembly approved May 14, 1889.

Letters patent granted April 14, 1894.

Road constructed and equipped during summer of 1894.

Operation commenced December 18, 1894, and operated by this company until March 25, 1895, when it was leased to the Lock Haven Traction Company for a term of 999 years.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at a bridge at Bald Eagle creek, Castenea township, thence by public road to Hanna street, in the city of Lock Haven, thence through Hanna street on Bald Eagle street to Henderson street, thence on Henderson street to Main street, thence on Main street to Sixth avenue, thence on Main street from Sixth avenue to a point about 200 feet south of P. &. E. R. R.

Commencing again at the intersection of Main street and Bellefonte avenue, running westerly on Bellefonte avenue to Fairview street, thence westerly on Fairview street to Percy street, thence on Percy street to Wood avenue, thence on Wood avenue to Flemington.

Commencing again at the corner of Wood avenue and Sturtevant street, in the township of Flemington, thence on Sturtevant street to Main street, thence on Main street across bridge to Bald Eagle creek, thence along the side of Bald Eagle turnpike on private right of way to a point 200 feet east of Bald Eagle Valley railway near the township of Mill Hall, Pa.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment and real estate,	$126,286 67	Capital stock,	$100,000 00
		Accounts payable,	26,286 67
Total,	$126,286 67	Total,	$126,286 67

LOCK HAVEN TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. A. Bragg, President,	Philadelphia.
W. H. Mayer Vice President,	Lock Haven, Pa.
A. J. Martin, Secretary,	New York city.
J. A. Seely, Treasurer,	New York city.
R. H. Irvin, General Manager. General Superintendent,	Lock Haven, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
A. J. Belden,	Syracuse, N. Y.
C. O. Baker, Jr.,	New York city.
Jas. Clark,	Plainfield, N. J.
W. Kestler,	Lock Haven, Pa.
W. J. Mayer,	Lock Haven, Pa.

By whom is the road operated: Lock Haven Traction Company.

What road, or roads, are leased to and operated by your company: Lock Haven Electric Railway Company.

General offices of the company at Lock Haven, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This traction company was chartered under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved March 22, 1887. Letters patent were granted March 22, 1895.

This company, on the 25th of March, 1895, by a legal indenture duly approved and executed leased the rights of way, franchises, privileges and property of the Lock Haven Electric railway, and have maintained and operated the same since that date.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25
Workmen's tickets,	0 03

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Property transferred by lease and finishing road,	$450,000 00	Capital stock,	$300.000 60
		Funded debt,	150.000 00
Total,	$450,000 00	Total,	$450,000 00

MANAYUNK AND ROXBOROUGH INCLINED PLANE AND RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. Martin Brill, President.	Philadelphia.
Fletcher Pearson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo A. Fletcher,	Philadelphia.
Robt. N. Carson,	do.
Luther S. Bent,	do.
William Ring,	do.
James Rawle.	do.
John N. Hutchinson.	do.
Jno. A. Brill,	do.

By whom is the road operated: Manayunk and Roxborough Inclined Plane and Railway Company.

General offices of the company at Roxborough, Philadelphia.

For information relating to this report, address Fletcher Pearson, secretary, 326 Walnut street, Philadelphia.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 9, 1873. Road constructed in 1874. Total length of road 5 miles and 2,200 feet. Reconstructed and electrically equipped in 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Ridge avenue from Wissahickon station of the Norristown branch of the Philadelphia and Reading Railroad Company, north to Barren Hill in Montgomery county to a point about one mile above the county line.

Route divided into two fares.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$60,137 87	Capital,	$67,475 00
Equipment,	4,690 00	Mortgage on depot,	2,000 00
Real estate,	8,547 36	Bills payable,	113,853 12
Reconstruction and equipment,	149,631 98	Accounts payable,	36,891 12
Supplies,	950 10	Surplus,	7,644 94
Cash,	2,423 14	Profit and loss,	115 60
Open accounts,	2,042 98	Accrued taxes,	345 27
Prepaid insurance,	835 92	Earnings,	17,716 52
Taxes, 1894,	280 13		
Operating expenset,	16,552 09		
Total,	$246,041 57	Total,	$246,041 57

MAHANOY CITY, SHENANDOAH, GIRARDVILLE AND ASHLAND PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Dallas Sanders, President,	Philadelphia.
John A. Johann, Secretary.	do.
John A. Johann, Treasurer.	do.

DIRECTORS.

NAMES.	RESIDENCES.
Dallas Sanders,	Philadelphia.
Wm. F. Harrity,	do.
Spencer Irwin,	do.
John A. Johann,	do.
E. A. Ballard,	do.

Date of annual meeting for the election of directors: Second Monday of January.

By whom is the road operated: Schuylkill Traction Company.

General offices of the company at Girardville, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated October 23, 1890, under the general law.

Leased January 6, 1893, to the Schuylkill Traction Company for 999 years for $100 per year and operating expenses.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Mahanoy City to Girardville and thence to Ashland.

McKEESPORT, DUQUESNE AND WILMERDING RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
E. C. Converse, President,	N. Y. City. N. Y.
W. V. M. Taylor, Vice President,	McKeesport, Pa.
Jno. C. Devenny, Secretary,	McKeesport, Pa.
James L. Devenny, Treasurer and General Manager,	McKeesport, Pa.
W. C. Gillis, General Superintendent,	McKeesport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Horace Crosby,	McKeesport, Pa.
James S. Kuhn,	do.
W. A. Dunsbee,	do.
Chas. Devenny,	do.
Nathan A. Means,	do.
W. V. M. Taylor,	do.
James L. Devenny,	do.
Jno. C. Devenny,	do.

Date of annual meeting for the election of directors: April 6, 1895.
By whom is the road operated: McKeesport, Duquesne and Wilmerding Railway Company.
With what other companies consolidated: Citizens' Passenger Railway Company.
Date of consolidation: December 26, 1894.
General offices of the company at McKeesport, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The McKeesport and Wilmerding Railway Company was chartered August 10, 1892, to build a road from McKeesport to Wilmerding.

Work was begun in March, 1893, and the road completed from the Pennsylvania railroad station at Wilmerding to the eastern terminus of Fifth avenue, McKeesport on November 1, 1893.

In December, 1894, the McKeesport and Wilmerding railway and the Citizens' Passenger railway were consolidated, the name of the new company being the McKeesport, Duquesne and Wilmerding Railway Company, after which the company built extensions in McKeesport and Versailles township.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The McKeesport, Duquesne and Wilmerding railway runs from the Baltimore and Ohio station in McKeesport to Wilmerding by way of Sixth avenue, Shaw avenue, Huey street, Union and Versailles avenues, at the end of Versailles avenue a branch runs down Cherry lane one mile; the main line runs through private property and along streets in Versailles township to the North Versailles township line, thence by a forty foot street with Bowman from to East McKeesport at Broadway, thence by Broadway and unnamed street to Orient avenue in Wilmerding, thence by same to Westinghouse avenue, thence by same to Station street and by same to Pennsylvania station.

Another branch begins at the Baltimore and Ohio station in McKeesport, and runs entire length of Jenny Lynn street in said city, a distance of two miles.

A branch also runs down Jerome street, which will eventually connect with the White Traction Company.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Roads purchased,	$545.000 00	Capital stock,	$350,000 00
New construction,	40,955 34	Funded debt,	182,083 00
Car equipment,	9,972 60	Unfunded debt,	102,554 68
Bridges,	3,621 38	Ledger balances,	4,485 58
Overhead construction,	10,734 38	Profit and loss,	5,721 64
Ledger balances,	31,388 64		
Cash,	3,172 56		
Total,	$644,844 90	Total,	$644,844 90

IMPORTANT CHANGES DURING THE YEAR.

Built from Baltimore and Ohio station, McKeesport, Pa., to end of Fifth avenue, and on Cherry lane and Jerome street, thus making a connecting railroad between the Baltimore and Ohio railroad station, McKeesport, Pa., and the Pennsylvania railroad station in Wilmerding.

On December 26, 1894, the McKeesport and Wilmerding Railway Company and the Citizens' Passenger Railway Company were consolidated, forming the McKeesport, Duquesne and Wilmerding Railway Company.

THE MARSHALL STREET RAILWAY COMPANY, OF THE CITY OF PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
George D. Widener, President,	Philadelphia.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
George D. Widener,	Philadelphia.
David H. Lane,	do.
George W. Elkins,	do.
Clay Remble,	do.
John B. Peddle,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at northwest corner Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 14, 1889. Portion of railway constructed, about three and one-half miles. Fourth street from Norris to Indiana avenue, Indiana avenue to Lawrence street, to Manor street, to Montgomery avenue, Montgomery avenue to Randolph street, Randolph street to Thompson street.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash,	$760 87	Capital stock,	$25,000 00
Construction,	53,655 31	Open account,	29,416 18
Total,	$54,416 18	Total,	$54,416 18

McKEESPORT AND REYNOLDTON PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. C. Smith, President,	McKeesport, Pa.
W. P Wampler, Vice President,	do.
W. B. Peters, Secretary,	do.
E. F. Woods, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. C. Smith,	McKeesport, Pa.
W. B. Peters,	do.
E. F. Woods,	do.
C. R. Stuckslager,	do.
E. P Douglass,	do.
W. P. Wampler,	do.
J. W. Painter,	do.
Thomas Reynolds,	do.
H. J. Power,	do.

Date of last meeting for the election of directors: Second Monday of January.

By whom is the road operated: Second Avenue Traction Company.

With what other companies consolidated: Dravosburg, Reynoldton and McKeesport Railway Company, McKeesport Passenger Railway Company.

Date of consolidation: April 14, 1891.

General offices of the company at Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter June 6, 1889.

On November 22, 1894, the road was leased to the Second Avenue Traction Company at an annual rental of three per cent. on the capital stock of $267,500, and the privilege of buying all the stock and bonds of the company on July 1, 1895.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Stocks,	$237,935 55	Capital stock,	$267,500 00
Construction and equipment,	226,064 45	Funded debt,	200,000 00
Real estate,	3,500 00		
Total,	$467,500 00	Total,	$467,500 00

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: May, 1895, rate of three per cent. per annum received as rental from the Second Avenue Traction Company.

Paid in dividends, cash, ... $4,012 50

MIDDLETOWN, HIGHSPIRE AND STEELTON PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. W. Cumbler, President,	Steelton, Pa.
E. C. Felton, Vice President,	do.
W. J. Snavely. Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
E. C. Felton,	Steelton, Pa
James Young,	Middletown, Pa.
J. E. Rutherford,	Harrisburg, Pa.
Soi. Zimmerman,	Highspire, Pa.
John Q. Denny,	Harrisburg, Pa.

Date of annual meeting for the election of directors: Second Monday of January.

By whom is the road operated: East Harrisburg Passenger Railway Company.

Date of consolidation: January 2, 1893.

General offices of the company at Steelton, Pa.

For information relating to this report, address W. J. Snavely, secretary and treasurer, Steelton, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association filed, charter dated and obtained December 11, 1891. The first board of directors was appointed by the subscribing shareholders and served until January 25, 1892, at which date a new board was elected for the ensuing year.

Stated meetings of the board of directors are held on the second Friday of each month. Immediately upon the receipt of the charter the work of grading for a road bed was begun.

The first rails were laid February, 1892, and the road was completed June 1, 1893.

January 2, 1893, the franchises of this company were leased by the East Harrisburg Passenger Railway Company, for a term of nine hundred and ninety-nine years from the first day of January, 1893, subject to the payment of semi-annual compensation for such use, etc. Six per cent. for 1893, seven per cent. for 1894, eight per cent. for 1895, nine per cent. for 1896, and annually thereafter ten per cent., also to pay in equal quarterly instalments the annual sum of four hundred dollars to defray the expenses and salaries necessary and proper to maintain and continue the corporate organization and the office.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Front street, Steelton, Pa., from Mohn street to eastern borough line, Middletown and Harrisburg turnpike to western borough line of Middletown, Pa., Middletown borough, West Main street, from borough line to Wood street, Wood to Water, Water to Spring, Spring to Union, on Union to Emaus, Emaus to Wood, on Wood to its present track on Wood street.

Connects with the East Harrisburg Passenger Railway Company at Mohn street, Steelton, Pa.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Track account,	$52,819 64	Capital stock,	$100,000 00
Line account,	16,955 07	Undivided profits,	4,318 50
Bridge account,	4,547 47		
Real estate,	1,000 00		
Right of way,	3,803 11		
East Harrisburg Passenger Railway Company,	16,462 79		
General expenses,	4,411 92		
Steelton National Bank, (cash on hand),	4,318 50		
Total,	$104,318 50	Total,	$104,318 50

MILLVALE PASSENGER RAILWAY COMPANY AND THE FORTY-THIRD STREET AND BLOOMFIELD PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
P. W. Siebert, President,	Winebiddle ave., Pittsburgh.
Walter Lyon, Vice President,	Allegheny City, Pa.
P. W. Siebert, Secretary,	Pittsburgh.
J. T. Keil, Treasurer,	Aiken ave., Pittsburgh.
P. W. Siebert, General Manager and General Superintendent,	Winebiddle ave., Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
P. W. Seibert,	Pittsburgh.
J. T. Keil,	Pittsburgh.
Walter Lyon,	Allegheny City, Pa.
James Gardner,	Bennett, Pa,
C. Baenerlein,	Bennett, Pa.
A. C. Milliken,	Pottstown Pa.

Date of annual meeting for election of directors: June 10.

By whom is the road operated: Millvale Passenger Railway Company and Forty-third Street and Bloomfield Passenger Railway.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address P. W. Siebert, Winsdale avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Roads were organized under the old street railway laws and were rechartered under the new street railway act on May 29, 1889.

They have about one mile of railway track leased from the Citizens' Traction Company of Pittsburgh, Pa., and one-half mile of track over the Ewalt street bridge.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Begins at Butler street and Forty-third street, thence along Forty-third street to Ewalt street bridge over Allegheny river, thence over said bridge to Millvale borough, thence along Bridge street to West Pennsylvania railroad tracks; we have been detained by the West Pennsylvania railroad by action in court from crossing over their tracks.

After crossing West Pennsylvania railroad along Allegheny and Butler county plank road to Grant avenue, thence along said avenue to Hooker street to borough line and Shaler township, returning along Hooker street to Lincoln avenue and intersecting at Butler plank road with main line.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 03

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$1,192 59	Capital stock,	$20,000 00
Equipment,	3,334 69		
Amount due on capital,	15,472 72		
Total,	$20,000 00	Total,	$20,000 00

STOCKS AND DIVIDENDS.

Total surplus,	$316 27

MILLVALE, ETNA AND SHARPSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
William Roseburg, President,	Pittsburgh.
G. W. Henderson, Secretary, Treasurer,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
George B. Hill,	Allegheny, Pa.
Frederick Gwinner,	Allegheny, Pa.
Joshua Rhodes,	Allegheny, Pa.
F. Gwinner, Jr.,	Allegheny, Pa.
William Roseburg,	Pittsburgh.

By whom is the road operated: Allegheny Traction Company.

General offices of the company at Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

30–8 95

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were entered into March 6, 1892, by George B. Hill, J. N. Davidson, Joshua Rhodes, John H. Dalzell and G. W. Henderson, and charter was issued March 8, 1892. On April 19, 1894, the road was leased to the Allegheny Traction Company, which company is now operating it.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the intersection of Liberty avenue and Chestnut street, Allegheny City, Pa., where connection with the Allegheny Traction Company is made, thence along Liberty avenue to the intersection of Liberty avenue with East Ohio street, where the tracks cross the tracks of the Pittsburgh, Allegheny and Manchester Traction Company, thence eastwardly along East Ohio street to the city line of Allegheny, where the road enters the borough of Millvale, thence along the Allegheny and Butler plank road through the borough of Millvale to the eastern borough line; also with a branch running northerly in the borough of Millvale along Grant avenue, Lincoln avenue, Hooker street, Klapper street and the Evergreen road to the intersection of the Seavy road with the Evergreen plank road, continuing from the eastern borough line of Millvale along the Allegheny and Butler plank road in Shaler township to the western borough line of Etna, through the borough of Etna along the Allegheny and Butler plank road to the Freeport road, thence along the Freeport road to Bridge street, thence along Bridge street to the borough line of Sharpsburg, also along North Main street in borough of Sharpsburg to Sixth street, also with a branch running northerly from the intersection of the Allegheny and Butler plank road and Freeport road, along the Allegheny and Butler plank road to its intersection with the road formerly called "The Old Butler Pike," but now Grant avenue, thence along Grant avenue to the borough line of Etna.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Amount reported June 30, 1893, . . .	$2,400 00	Capital stock, ...	$750,000 00
Lease, construction and operating contracts with Allegheny Traction Company, ...	1,497,600 00	Bonds, ...	750,000 00
Total.	$1,500,000 00	Total.	$1,500,000 00

MONONGAHELA INCLINED PLANE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
James M. Bailey,	President, ...	Pittsburgh.
John L. Awl,	Secretary, ...	
	Treasurer.	do.
	Superintendent, ...	

DIRECTORS.

NAMES.	RESIDENCES.
M. W. Acheson,	Pittsburgh.
W. E. Wrenshall,	Woodville, Pa.
John Paul,	Pittsburgh.
Wm. Halpin,	Pittsburgh.
Jos. G. Walter,	Pittsburgh.
Wm. H. Nimick,	Pittsburgh.
Wm. E. Wrenshall,	Woodville, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The Monongahela Inclined Plane Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address James M. Barley, president, or John L. Awl, secretary, treasurer and superintendent.

What kind of power is used for propelling the cars on your road: Stationary engines.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The road commences on Carson street in the Thirty-third ward of the city of Pittsburgh, at the foot of the hill and runs to Grandview avenue, at the top in the Thirty-second ward.

The roads are laid on iron girder bridges to the rocks on the side of the hill a distance of 380 feet, the balance to terminus on 12 and 15 inch iron I beams covered with oak cross ties.

Both roads double track, 640 feet long and laid at an angle of 35 degrees 6 inches.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Punch tickets (60 trips) sold at	1 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$213,416 77	Capital stock,	$200,000 00
Real estate,	26,583 23	Bonds and mortgage,	50,000 00
Purchased bonds,	17,000 00	Surplus,	38,390 30
Cash,	39,583 96	Profit and loss,	10,000 00
Wire ropes,	1,806 34		
Total,	$298,390 30	Total,	$298,390 30

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1894; January, 1895; 10 per cent.

Paid in dividends, cash,	$20,000 00
Paid to sinking fund,	546 70
Surplus at commencement of the year,	37,843 60
Total surplus,	38,390 30

MT. OLIVER INCLINE RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
Harry Moore,	President,	Pittsburgh
A. S. Petrie,	Secretary, Treasurer, Auditor,	Ingram, Pa.
Frank McCoy,	General Superintendent,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
A. C. Wettengel,	Pittsburgh.
W. R. Ford,	Pittsburgh.
F. Hampe,	Pittsburgh.
E. A. Rohr Kaste,	Pittsburgh.
F. Benz,	Pittsburgh.
H. J. Lotz,	Allegheny, Pa.

Date of annual meeting for the election of directors: First Tuesday in May.
By whom is the road operated: Pittsburgh and Birmingham Traction Company.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address A. S. Petrie, Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Steam in incline, electricity on street railway.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Leased to Birmingham Street Railway Company September 23, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Carson street, along Twelfth street to lower station, corner of Manor and Twelfth streets, from lower station of incline plane to upper station on Washington avenue, from upper station along Mount Oliver street, John street and Amanda avenue to second toll gate on Brownsville road; also from upper station along Washington avenue to Beltzhoover borough.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction (incline),	$66,965 53	Capital stock,	$100,000 00
Construction (street railway),	24,933 99	First mortgage bonds,	44,500 00
Real estate,	25,300 00	Surplus,	21,533 76
Mortgage,	2,400 00		
Lessee,	46,434 24		
Total,	$166,033 76	Total,	$166,033 76

NANTICOKE STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	do.
A. A. Sterling, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
W. S. Biddle,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.

Date of annual meeting for the election of directors: Second Monday of January.

By whom is the road operated: Operated and leased by the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered March 9, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the city limits of Wilkes-Barre in a southwesterly direction to the borough of Nanticoke, being over private right of way and on main road.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, legal and franchise,	$200 00	Cash paid in,	$200 00

NEW CASTLE ELECTRIC STREET RAILWAY, FOR YEAR ENDING JUNE 30TH, 1894.

OFFICERS.

NAMES.	RESIDENCES.
Thos. W. Phillips, President,	New Castle, Pa.
Wm. M. Brown, Vice President,	do.
John A. McKee, Secretary, Treasurer,	do.
Wm. M. Brown, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Thos. W. Phillips,	New Castle, Pa.
Wm. M. Brown,	do.
O. H. P. Brown,	do.
S. S. Hamilton,	do.
C. J. Kirk,	do.

By whom is the road operated: New Castle Electric Street Railway Company.

General offices of the company at New Castle, Lawrence county, Pa.

For information relating to this report, address Wm. M. Brown, manager, New Castle, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter was granted September 28, 1889. The construction of the road was begun about May 12, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Moravia street at Big Run bridge, thence on Moravia street to Long avenue, thence on Long avenue to Mill street, thence on Mill street to Washington street; also beginning at Pittsburgh and Lake Erie railroad station on Pittsburgh street, thence to Washington street, thence along Washington street and West Washington street in the borough of West New Castle to Pennsylvania avenue.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Car house account,	$1,676 91	New Castle Electric Company,	$500 00
Real estate account,	1,000 00	Capital stock,	40,000 00
Citizens' National Bank,	2 34	Treasurer's account,	116 74
Brown, Thompson & Co.,	985 56	Bills payable,	22,800 00
Construction account,	42,364 39	Wm. M. Brown,	459 01
Equipment,	17,439 72	John A. McKee,	90 00
Profit and loss,	730 83	Eva Wick,	60 00
R. E. Cage,	18 00		
Total,	$64,217 75	Total,	$64,217 75

NORRISTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. B. Shepp, President,	Philadelphia.
E. A. Murphy, Vice President,	do.
J. W. Shepp, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. W. Shepp,	Philadelphia.
D. B. Shepp,	Philadelphia.
E. A. Murphy,	Philadelphia.
Henry Parker,	Philadelphia.
W. B. Krich.	Reading, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Schuylkill Valley Traction Company.
General offices of the company at Norristown, Pa.
What kind of power is used for propelling the cars on your road: Electricity

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated originally under the act of 1878; subsequently accepted act of May 14, 1889.
Operated by the Schuylkill Valley Traction Company, who pays interest on bonds and $1,000 rental January 1, 1895; $1,500 January 1, 1896; $2,250 January 1, 1897; $3,000 January 1, 1898; $4,000 January 1, 1899, and $4,000 each year thereafter.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant,	$156,974 90	Stock,	$75 000 00
Profit and loss,	2,162 74	Bonds,	75,000 00
		Debt,	9.137 64
Total,	$159,137 64	Total,	$159,137 64

NORTH END PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
William B. Carson, President,	Allegheny, Pa.
Wm. Hageman, Secretary,	do.
R. F. Ramsey, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
W. D. Henry,	Allegheny, Pa.
Harvey Graham,	do.
Richard Theophilus,	do.
H. E. Lineawearer,	do.

Date of annual meeting for election of directors: Second Tuesday in January.
By whom is the road operated: North End Passenger Railway Company.
General offices of the company at 125 Taggart street, Allegheny.
For information relating to this report, address R. F. Ramsey, treasurer, Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter September 15, 1891.

The road has only been completed for a portion of the route; have not yet purchased any equipment; by special arrangement the Federal Street and Pleasant Valley Passenger Railway Company have furnished cars and power to operate the road as far as completed, and all receipts and operating expenses are included in the report of that company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From corner of Washington avenue and West End avenue, Allegheny, Pa., along West End avenue to Cambridge street, to Winthrop street, to California avenue, return via same route.

Connects with Pleasant Valley Passenger Railway Company at Washington avenue for Pittsburgh, Pa., and at California avenue for Bellevue, Pa.

THE NORTHERN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. C. Golden, President	Philadelphia.
Thomas B. Fool, Secretary and Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
E. N. Carson	Philadelphia.
W. H. Shelmerdine	do.
J. Lettering Jones	do.
Caleb P. Fox	do.
E. J. Matthews	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at Eighth and Dauphin streets, Philadelphia, Pa.

For information relating to this report, address Thomas B. Fool, treasurer, Eighth and Dauphin streets, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter September 28, 1891. Road constructed and operation commenced July 9, 1892.

CHARACTERISTICS OF ROAD.

Route of road: streets occupied and connections: Commencing at Eighth street and Germantown avenue, north on Eighth street to Indiana avenue, east on Indiana avenue to Fairhill street, south on Fairhill street to York street, west on York street to Marshall street, south on Marshall street to Dauphin street, west on Dauphin street to Germantown avenue.

OIL CITY STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John B. Smiddle, President	Oil City, Pa.
George S. Breslin, Secretary	do.
George W. Plumer, Treasurer	do.
John B. Smiddle, General Manager and General Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
John B. Smithman,	Oil City, Pa.
George S. Bredin,	do.
J. H. Crum,	do.
N. H. Brown,	do.
H. C. Dorworth,	do.

Date of annual meeting for election of directors: The first Monday of January in each year.
By whom is the road operated: By its stockholders through a board of directors.
General offices of the company at Oil City, Pa.
For information relating to this report, address Jno. B. Smithman.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized June 25, 1889.
Construction commenced June, 1891.
Road only half completed, cause of delay an injunction against crossing a county bridge in Oil City, Pa.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From North Seneca street to Center, thence west on Center to Main street, thence west on Main to Relief bridge, thence on Central avenue, thence to West First street, thence west to city limit. Branch from Central avenue on East First and East Second streets to city limits.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$44,804 45	Capital stock,	$54,100 00
Equipment (cars),	17,341 74	Oil City Electric Company current,	75 45
Car house,	1,918 55	Gross receipts,	19,492 64
Cash,	250 32	John B. Smithman,	23,219 84
C. F. Hartwell,	2,000 00	Relief bridge,	1,750 00
C. F. Hartwell, Trustee,	2,000 00		
William Bell,	2,000 00		
Expense account,	1,701 41		
Line repairs,	52 56		
State of Pennsylvania,	707 19		
Legal fees,	375 75		
Oil City Electric Company engine,	1,394 17		
Car repairs,	729 90		
Repairs, railway,	914 32		
Operating,	22,447 57		
Total,	$98,637 93	Total,	$98,637 93

PENN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James J. Donnell, President,	Pittsburgh.
John G. Bright, Secretary,	do.

DIRECTORS.

NAMES.	RESIDENCES.
James J. Donnell,	Pittsburgh.
H. S. A. Stewart,	do.
John G. Holmes,	do.
Geo. C. Wilson,	do.
Wm. R. Holmes,	do.

By whom is the road operated: Citizens' Traction Company.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address James J. Donnell, president.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 19, 1892. Began running by Citizens' Traction Company March 31, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Frankstown avenue at a point where the Citizens' Traction Company now ends, along Frankstown avenue to city line, and through the borough of Brushton to Wood street, where the same ends, into the borough of Wilkinsburg, thence along Wood street to Pitt, to Wallace, to Coal, to Ross, to Hay, to Wallace, to Pitt, to Wood, to Frankstown avenue, and thence to place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 07

PENNSYLVANIA MOTOR COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
H. E. Hand, President,	Scranton, Pa.
J. Marshall Young, Vice President,	Easton, Pa.
D. W. Nevin, Secretary,	Easton, Pa.
A. D. Chidsey, Treasurer,	Easton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
H. E. Hand,	Scranton, Pa.
W. H. Jessup,	Scranton, Pa.
W. H. Jessup, Jr.,	Scranton, Pa.
J. Marshall Young,	Easton, Pa.
D. W. Nevin,	Easton, Pa.
A. D. Chidsey,	Easton, Pa.
Howard Rinek,	Easton, Pa.

Date of annual meeting for election of directors: First Monday in January.
By whom is the road operated: Easton Transit Company.
General offices of the company at Easton, Pa.
For information relating to this report, address A. D. Chidsey, treasurer, Easton, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Leased March 15, 1893, to Easton Transit Company for 99 years.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Fourth street station of New Jersey Central railroad, thence through Fourth to Northampton, through Northampton to North Third street, through North Third to Chestnut, through Chestnut to Caltell, to Burke, to Texinosa avenue, to Parker avenue terminus.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05

PENNSYLVANIA TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John J. Patterson, President	Lancaster, Pa.
Wm. B. Given, Vice President	Columbia, Pa.
John Hertzler, Secretary, Treasurer	Lancaster, Pa.
J. G. Zook, General Manager	Lancaster, Pa.
W. A. Armstrong Jr., General Superintendent	Lancaster, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
John J. Patterson	Lancaster, Pa.
J. Hay Brown	Lancaster, Pa.
J. D. Skiles	Lancaster, Pa.
J. G. Zook	Lancaster, Pa.
M. L. Herr	Lancaster, Pa.
Michael Reilly	Lancaster, Pa.
H. Yeagley	Lancaster, Pa.
B. F. Bremerman	Lancaster, Pa.
Robt. McMean	Mifflintown, Pa.
S. M. Patterson	Mifflintown, Pa.
Wm. B. Given	Columbia, Pa.

Date of annual meeting for election of directors: Second Monday in January.

What road, or roads, are leased to and operated by your company: Lancaster City Street Railway Company; Columbia and Ironville Street Passenger Railway Company; Lancaster and Columbia Street Passenger Railway Company; Columbia and Donegal Street Passenger Railway Company; Lancaster and Lititz Electric Railway Company; Lancaster and Terry Hill Street Railway Company; Lancaster and New Holland Electric Railway Company; Lancaster and Philadelphia Electric Railway Company.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated July 19, 1893.

Commenced operation February 5, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Centre square, on North Queen to Chestnut, to College avenue, to Columbus avenue, to West King street, on King street to Centre square.

Centre square, on North Queen street to Chestnut, to College avenue, to James, to North Queen, to Pennsylvania railroad; returning by same route to College avenue, to Columbia avenue, to West King street, on West King to Centre square.

Centre square, on North Queen street to Chestnut, to Marietta avenue, to President avenue, to Columbia avenue, to West King street, on West King street to Centre square.

Centre square, on South Queen street to Engelside; returning by same route.

Centre square, on South Queen street, to Conestoga, to Filbert, to Laurel, to St. Joseph, to Manor, to West King, and on West King street to Centre square.

Centre square, on North Queen street to Chestnut, to Duke, to New, to North Queen street, to Walnut, to Duke, to East King, on East King to Centre square.

Centre square, on North Queen to Chestnut, to Franklin, to East King, to Conestoga park; returning on East King to Centre square.

Centre square to Lititz; returning same route.

Centre square to Columbia; returning same route.

Columbia to Marietta, returning same route.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Property purchased, franchises, rights of way, construction, equipment, etc.,	$11,941,149 63	Capital stock,	$9,900,000 00
Supplies.	3,000 00	Bonds,	1,561,200 00
Cash,	14,368 24	Unfunded debt,	497,317 87
Total,	$11,958,517 87	Total,	$11,958,517 87

PEOPLE'S ELECTRIC STREET RAILWAY COMPANY, OF BEAVER FALLS.

OFFICERS.

NAMES.	RESIDENCES.
H. P. Brown, President,	Rochester, Pa.
H. W. Reeves, Vice President,	Beaver Falls, Pa.
James P. Stone, Secretary.	Beaver Falls, Pa.
Chas. H. Bentel, Treasurer,	Freedom, Pa.
Philip Bentel, General Superintendent.	Freedom, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Hartford P. Brown,	Rochester, Pa.
Harry W. Reeves,	Beaver Falls, Pa.
Henry M. Camp,	Rochester, Pa.
Theo. P. Simpson,	Beaver Falls, Pa.
John C. Whitla,	Beaver Falls, Pa.
Dan. H. Stone,	Beaver, Pa.
Jas. P. Stone.	Beaver Falls, Pa.

By whom is the road operated: People's Electric Street Railway.

General offices of the company at Rochester, Pa.

What kind of power is used for propelling the cars on your road: Electric.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at a point in Rochester township on the New Brighton road, about one-half mile north of Rochester, running south on Brighton road to Madison street, in borough of Rochester, thence east to Brighton street, and thence southeast to New York street, thence south on New York street to Railroad street, thence east on Railroad street to borough line, thence east through Rochester township, on county road to Main street in borough of Freedom, thence along said Main street to borough of St. Clair to a point near the borough line, being the terminus of road.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Real estate,	$2,503 00	Capital stock,	$150,000 00
Stationery,	20 00	Bond account,	50,000 00
Office furniture and fixtures,	360 32	Bills payable,	15,145 00
Construction,	124,302 25	Cash overdrawn,	1,574 01
Equipment,	87,017 15	Sundry creditors,	3,857 44
Sundry debtors,	439 08		
Interest, (prepaid),	170 00		
Insurance, (prepaid,)	80 00		
H. and C. R and material on hand,	555 05		
Due on mail contract,	42 15		
Loss,	5,087 45		
Total,	$220,576 45	Total,	$220,576 45

PEOPLE'S PASSENGER RAILWAY COMPANY, OF PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
W. H. Shelmerdine, President,	Philadelphia.
D. C. Golden, Secretary, Treasurer,	do.
Jas. M. Gregg, Auditor,	do.
J. R. Beetem, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Robert N. Carson,	Philadelphia.
William H. Shelmerdine,	do.
Caleb F. Fox,	do.
Edward J. Mathews,	do.
J. Levering Jones,	do.

Date of annual meeting for election of directors: Second Tuesday in January.

General offices of the company at southwest corner Eighth and Dauphin streets, Philadelphia, Pa.

For information relating to this report, address D. C. Golden, treasurer.

What kind of power is used for propelling the cars on your road: Electricity and horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Act of incorporation dated April 15, 1893.

This company leased the Green and Coates Streets Philadelphia Passenger Railway Company September 1, 1881, and the Germantown Passenger Railway Company October 13, 1881, and operates under agreements the Northern, Centennial, Girard Avenue, Chelten Avenue and Philadelphia, Cheltenham and Jenkintown Passenger Railway Companies, the operating results of which are included in these reports.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Fourth and Eighth Division—Indiana avenue route: Leave Marshall and Indiana avenue, to Eighth and Germantown avenue, to Fourth, to Snyder avenue, to Dauphin, to Marshall, to York, to Fairhill, to Indiana avenue, to stand at Marshall and Indiana avenue.

Norris and Susquehanna route: Leave Van Pelt and Norris, to Germantown avenue, to Fourth, to Walnut, to Eighth, to Susquehanna, to Twenty-second, to Norris, to stand at Van Pelt street.

Green and Fairmount Avenue Division—Leave depot, Twenty-fourth and Fairmount avenue, to Twenty-fifth street, to Girard avenue, to Thirty-first street, return to Twenty-sixth, to Virginia, to Twenty-fifth, to Green, to Fourth, to Dickinson, to Eighth, to Fairmount avenue, to depot.

Route: Leave stand Fairmount park, east on Fairmount avenue, to Twenty-second street, to Green, to Beach, to Fairmount avenue, to park.

Germantown and Chestnut Hill Division—Leave Pelham depot, down Germantown avenue to Fourth, to Snyder avenue, to Eighth, to Germantown avenue, to Pelham depot.

Route: Leave Chestnut Hill, down Germantown avenue to Fourth street, to Walnut, to Eighth, to Germantown avenue, to Chestnut Hill.

Chelton Avenue Route—Leave Wissahickon avenue and Rittenhouse street, to Pulaski avenue, to Chelton avenue, to Stenton avenue, return same way.

Girard Avenue Division—Gunners' Run to Fifty-fourth street, east and west, Gunners' Run to Elm avenue, to Belmont avenue.

Willow Grove Division—Leave Willow Grove down York road, to Germantown road, to Fourth, to Walnut, to Eighth, to Germantown road, to York road, to Willow Grove.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.		
Construction and equipment	$678,790 36	Capital stock, common	$740,000 00	
Leases cost account	1,110,788 47	Capital stock, pref'red	277,402 25	$1,017,402 25
Real estate	9,833 33	Funded debt		750,000 00
Investments in stocks	269,063 83	Ground rents payable		5,833 33
Materials and supplies	1,671 42	Drivers' security deposits		110 07
Office fixtures	352 50	Sundry accounts payable		79,383 69
Cash	110,251 07	Leased equipment account		194,707 50
Loans	225,306 50	Unpaid coupon interest		1,475 00
Sundry accounts receivable	7,157 30	Profit and loss		530,777 94
Guaranty Trust and Safe Deposit Company Trust Deposits	70,075 00			
Real Estate Title Insurance and Trust Company Deposits	96,400 00			
Total	$2,579,689 78	Total		$2,579,689 78

PEOPLE'S STREET RAILWAY COMPANY OF LUZERNE COUNTY.

OFFICERS.

NAMES.	RESIDENCES.
P. S. Page, President	Scranton, Pa.
J. R. Beetem, Vice President	do.
Horace E. Hand, Secretary, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
P. S. Page	Scranton, Pa.
Timothy Burke	Scranton, Pa.
J. Alton Davis	Scranton, Pa.
J. R. Beetem	Scranton, Pa.
Horace E. Hand	Scranton, Pa.
J. P. Ilsley	Philadelphia.
C. M. Clark	Philadelphia.

Date of annual meeting for election of directors: First Tuesday of November.

By whom is the road operated: Scranton Traction Company.

With what other companies consolidated: Scranton and Providence Passenger Railway Company.

Date of consolidation: 25th May, 1868.

What road, or roads, are leased to your company: Scranton Suburban Railway Company, Scranton Passenger Railway Company.

General offices of the company at Scranton.

For information relating to this report, address Horace S. Hand, Scranton.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was chartered by act of Legislature approved March 23, 1865 (P. L. 1866, p. 1199.)

The different lines were constructed soon after the charter was obtained, and were operated by horses until 1888, when electricity was adopted.

In 1892 the company was leased to the Scranton Traction Company, the rental being the guaranty of all fixed charges and 6 per cent. per annum on the capital stock.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: See "Scranton Traction Company."

PHILADELPHIA, CHELTENHAM AND JENKINTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. F. Fox, President.	Philadelphia.
D. C. Golden, Secretary.	do.
D. C. Golden, Treasurer.	do.

DIRECTORS.

NAMES.	RESIDENCES.
R. N. Casson,	Philadelphia.
Wm. H. Shelmerdine,	do.
J. Levering Jones,	do.
C. F. Fox,	do.
E. J. Mathews,	do.
Geo. S. Fox,	do.
D. C. Golden,	do.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter dated August 9, 1892.

Extensions of route January 20, 1894, and March 10, 1894.

Double track railway constructed by the People's Traction Company on the York road or turnpike from its intersection with Germantown avenue to Willow Grove, in the county of Montgomery.

The road was opened January 24, 1895, and is operated by the People's Passenger Railway Company with the overhead trolley system under an agreement with that company.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction account,	$32,105 60	Capital stock,	$6,000 00
		Unfunded debt,	26,105 60
Total,	$32,105 50	Total,	$32,105 60

PHILADELPHIA CITY RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
W. W. Colket,	President,	Philadelphia.
F. W. Pennypacker,	Secretary,	Norwood, Delaware county, Pa.
	Treasurer,	

DIRECTORS.

NAMES.	RESIDENCES.
Winfield S. Wilson,	Chester county, Pa.
William Cochran,	Philadelphia.
John M. Chestnut,	Philadelphia.
Collins W. Walton,	Philadelphia.
John A. Brown, Jr.,	Philadelphia.
Jacob Naylor,	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: The Philadelphia Traction Company.
General offices of the company at 202 Walnut Place, Philadelphia, Pa.
For information relating to this report, address William W. Colket, president.
What kind of power is used for propelling the cars on your road: Electrical and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia City Passenger Railway Company was incorporated by the act of Assembly passed March 26, 1859.

Date of charter April 9, 1859.

The Philadelphia City Passenger railway is leased to the West Philadelphia Passenger Railway Company for the term of 900 years, beginning with the first day of January, 1884, at an annual rental of $150,000, together with $2,500 per annum for the purpose of defraying the expenses of maintaining the corporate organization of the company. The lessee also pays the interest on the bonded indebtedness of the company, and all taxes on capital stock, bonds, etc.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment,	$875,842 88	Capital stock,	$475,000 00
Cash,	84,579 22	Mortgage bonds,	200,000 00
		Debenture bonds,	100,000 00
		Mortgage bonds (Philadelphia and Darby,	43,000 00
		Unclaimed interest and dividends,	1,289 05
		Rental of road account,	75,000 00
		Profit and loss,	66,133 05
Total,	$960,422 10	Total,	$960,422 10

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 10, 1894, seven and one-half; January 10, 1895, seven and one-half; fifteen per cent.; June 1, 1895, three-tenths per cent.

Paid in dividends, cash,	$150,000 00
Balance for the year, or surplus,	324 46
Surplus at commencement of the year,	7,965 71
Total surplus,	$8,290 17
Surplus invested as follows:	
Cash,	$8,290 17

PHILADELPHIA AND DARBY RAILROAD COMPANY.

OFFICERS.

NAMES	RESIDENCES.
Beauveau Borie, President,	Philadelphia.
Collins W. Walton, Vice President,	do.
William W. Colket, Secretary. Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Collins W. Walton,	Philadelphia.
William W. Colket,	Philadelphia.
Thomas U. Walker,	Chester county, Pa.
Josiah Kisterbock, Jr.,	Philadelphia.
Benjamin S. Kunkel,	Philadelphia.
Theodore Weinwag,	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at 202 Walnut Place, Philadelphia, Pa.
For information relating to this report, address William W. Colket, secretary.
What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Darby Railway Company was incorporated by the act of Assembly approved April 28, 1857, with a capital stock of ten thousand shares of twenty dollars each.

Was sold at sheriff's sale April 4, 1881, and reorganized as the Philadelphia and Darby Railway Company May 2, 1881, with a capital stock of four thousand shares at a par value of fifty dollars per share.

The Philadelphia and Darby Railway was leased to the Philadelphia City Passenger Railway Company for 999 years, beginning with the first day of January, A. D. 1870, at an annual rental of $8,000, less State tax on capital stock, in equal half yearly payments on the first day of July and January in each and every year, together with fifty dollars per annum for maintaining the corporate organization of the company; the lessee also pays the interest on the bonded indebtedness of the company and the taxes on the same.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment,	$259,000 00	Capital stock,	$200,000 00
Real estate,	41,000 00	Mortgage bonds,	100,000 00
Total,	$300,000 00	Total,	$300,000 00

PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Edward Hopkinson, President,	Philadelphia.
Lewis S. Renshaw, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. Hicks Conrad,	Philadelphia.
James McManes,	do.
Richard Dale,	do.
Samuel M. Woodhouse,	do.
Lewis Elkin,	do.
Benjamin F. Hart,	do.

Date of annual meeting for election of directors: Third Tuesday in January.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at 1001 Chestnut street, Philadelphia.
For information relating to this report, address the secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On December 31, 1890, the Philadelphia and Gray's Ferry Passenger railway was leased to the Philadelphia Traction Company for nine hundred and ninety-nine years, from January 1, 1891, at a rental of $3.50 per share for the first five years, and $4.00 per share thereafter. In addition to the rental the lessee pays all taxes, running expenses, etc.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Road and equipment,	$249,514 40	Capital stock,	$309,207 00
Schuylkill River Passenger Railroad Company stock,	49,550 00	Conductors and drivers deposits,	26 19
Over-issue stock,	10,000 00	Dividends 9, 10, 13, 15,	51 03
Cash,	3,531 96	Profit and loss,	2,812 14
Total,	$312,596 36	Total,	$312,596 36

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 9, 1894, three and one-half per cent., $21,612.50; January 8, 1895, three and one-half per cent., $21,612.50.

Paid in dividends, cash, ... $43,225 00

PHILADELPHIA TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Peter A. B. Widener, President	Philadelphia.
Wm. L. Elkins, First Vice President	do.
George D. Widener, Second Vice President	do.
D. W. Dickson, Secretary, Treasurer	do.
James T. Gorman, General Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
Peter A. B. Widener	Philadelphia.
Wm. L. Elkins	do.
James McManes	do.
Thomas Dolan	do.
Joseph B. Altemus	do.
George W. Elkins	do.

Date of annual meeting for election of directors: Last Tuesday in November of each year.

By whom is the road operated: Philadelphia Traction Company.

What road, or roads, are leased to and operated by your company: Union, Continental, Seventeenth and Nineteenth Streets, West Philadelphia, Philadelphia City, Philadelphia and Darby, Empire, Catherine and Bainbridge Streets, Marshal Street, Kessler, Ridge Avenue, Thirteenth and Fifteenth Streets, Philadelphia and Gray's Ferry Passenger Railway Companies. Walnut street connecting, Twenty-second and Allegheny avenue, Huntingdon street connecting, and Ridge avenue connecting.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road: Cable, electricity and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered November 28, 1888.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and conections: Richmond Branch—Depot Norris and Thompson streets. On Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Franklin, to Thompson, to Marlborough, to Belgrade, to York, to Cedar, to Somerset, to Thompson, to Allegheny, to Edgemont, to Somerset, to Cedar, to Lehigh, to Memphis, to York, to Thompson, to depot.

Fairmount Branch—Depot Twenty-third and Brown streets. On Twenty-third street to Wallace, to Kessler, to Spring Garden, to Franklin, to Race, to Seventh, to Market, to Delaware avenue, return to Ninth, to Spring Garden, to Twenty-third, to Hare, to Twenty-seventh, to Poplar, to Fairmount park, return east on Poplar, to Twenty-eighth, to Brown, to Twenty-third, to depot.

Fourth and Lawrence Streets Branch—Depot Lehigh avenue and Hancock street. Indiana avenue and Lawrence street, south on Lawrence to Manor, to Montgomery avenue, to Randolph, to Master, to Franklin, return on Master to Seventh, to Oxford, to Fourth, to Indiana avenue, to Lawrence, to place of starting.

Columbia Avenue Branch—Depot Twenty-third and Columbia avenue. On Columbia avenue to Franklin street, to Race, to Seventh, to Market, to Delaware avenue, return on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Thirty-third, and from Thirty-third east on Columbia avenue to Depot.

Jefferson Street Branch—Depot Lehigh avenue and Hancock street. Down Hancock street to Columbia avenue, to Franklin, to Master, to Twenty-ninth, to Poplar, to the park, return on Poplar to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Lehigh avenue, to Somerset, to Amber, to Ann, to Stella, to Emerald, to Orleans, to Indiana, to "C," to Somerset, to Hancock, to Lehigh avenue, to depot.

Eighteenth and Twentieth Streets Branch—Depot Thirty-second and Dauphin. On Dauphin to Sedgeley, to York, to Twenty-second, to Montgomery, to Twentieth street, to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Sansom, to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteneth, to Montgomery avenue, to Twentieth, to York, to Fairmount park, to depot.

York and Dauphin Streets Branch—Depot Norris and Thompson streets. On Norris, from Memphis to Fourth, to York, to Twenty-second, to Hunting Park avenue, to Pulaski avenue, return on Hunting Park avenue, to Twenty-second, to Dauphin, to Franklin, to Susquehanna avenue, to Coral, to York, to Memphis, to place of beginning.

Seventeenth and Nineteenth Streets Branch—Depot Seventeenth and Berks streets. Fifteenth and Cumberland, on Cumberland to Seventeenth street, to Chestnut, to Front, to Walnut, to Nineteenth, to Huntingdon, to Fifteenth, to depot.

Twelfth and Sixteenth Streets Branch—Depot Fifteenth and Cumberland streets. Starting at Fifteenth and Cumberland, on Fifteenth to Susquhanna avenue, to Twelfth, to Jackson street, to Sixteenth, to Huntingdon, to depot.

Christian Street Branch—Depot Twentieth and Wharton streets. On Twentieth to Ellsworth street, to Twenty-third, to Christian, to Seventh, to Federal, to Front, to Wharton, to Ninth, to Ellsworth, to Nineteenth, to Wharton, to depot.

Nineteenth and Twentieth Streets Branch—Depot Twentieth and Wharton streets. On Twentieth street to Chestnut, to Front, to Walnut, to Nineteenth, to Tasker, to Twentieth, to depot.

Catherine and Bainbridge Streets Branch—Depot Schuylkill avenue and Kansas street. On Schuylkill avenue to Bainbridge street, east on Bainbridge to Front, south on Front to Catherine, west on Catherine to Gray's Ferry road, southwest on Gray's Ferry road to Christian street, west on Christian street to Schuylkill avenue, to depot.

Seventeenth and Eighteenth Streets Branch—Depot Twentieth and Wharton streets. From Reed street north on Eighteenth, to Filbert, to Seventeenth, to Reed, to Eighteenth, place of starting.

Market Street Branch—Depot Forty-first and Haverford streets. On Forty-first street to Market, to Delaware avenue, returning by same route.

Baring Street Branch—Depot Forty-fourth and Columbia avenue. From Forty-fourth street and Elm avenue east on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth, to Baring, to Thirty-third, to Market, to Delaware avenue, return on Market to Thirty-third, to Baring, to Thirty-seventh, to Fairmount avenue, to Fortieth, to Ogden, to Forty-first, to Elm avenue, to Forty-fourth, place of starting.

Haddington Branch—Depot Forty-first and Haverford streets. On Haverford street to Sixty-seventh, returning on Haverford street to Sixty-fifth, to Vine, to Fifty-third, and Haverford street to the depot. Sixty-third, to Market, to Forty-first, return on Market, to Sixty-third, to Vine, to Haverford, to Forty-first, to depot.

Spruce Street Branch—Depot Forty-ninth and Woodland avenue. West on Forty-ninth, to Chester avenue, to Forty-second, to Spruce, to Woodland, to Chestnut, to Front, to Walnut, to Woodland, to Forty-second, Chester avenue, to Forty-ninth, to depot.

Lancaster Avenue Branch—Depot Forty-fourth and Columbia avenue. On Forty-fourth street to Lancaster avenue, to Thirty-second, to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to Thirty-second, to Lancaster avenue, to Forty-fourth, to Elm avenue, and return on Forty-fourth street to depot.

Chestnut Street Branch—Depot Forty-second and Chestnut streets. On Forty-second street to Baltimore avenue, return on Forty-second to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to depot.

Darby Branch—Depot Forty-ninth and Woodland avenue. From the borough of Darby, in Delaware county, on Darby road to Woodland avenue, to Thirty-second and Market streets, returning by the same route.

McKean Street Branch—Depot Seventh and McKean streets. On McKean street to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-fourth, return east on Columbia avenue to Franklin street, to Race, to Seventh, to McKean, place of starting.

Seventh and Ninth Streets Extension—Depot Lehigh avenue and Hancock street. Starting from Seventh and Lehigh avenue, west on Lehigh avenue to Ninth street, to Dauphin, to Franklin, to Columbia avenue, to Seventh, to Lehigh avenue.

Gray's Ferry Branch—Depot Thirty-sixth and Gray's Ferry road. On Gray's Ferry road to Twenty-third, to Spruce, to Third, to Dock, to Second, to Pine, to Twenty-second, to Catharine, to Gray's Ferry road, to Thirty-sixth street depot.

Spring Garden Street Branch—Depot Twenty-third and Brown streets. Starting from Twenty-ninth and Jefferson, on Twenty-ninth to Poplar, to Twenty-fourth, to Brown, to Twenty-third, to Wallace, to Twenty-second, to Spring Garden, to Franklin, return on Spring Garden to Twenty-third, to Hare, to Twenty-seventh, to Poplar, to Twenty-ninth, to Jefferson.

Thirteenth and Fifteenth Streets Branch—Depot Fifteenth and Cumberland streets. On Fifteenth from Cumberland to Jackson, to Thirteenth, to Cumberland, to place of starting.

Germantown Branch—Depot Fifteenth and Cumberland streets. On Fifteenth to Glenwood avenue, to Broad, to Erie avenue, to Pulaski avenue, to Wayne avenue, to Washington lane, return on Wayne avenue, to Pulaski avenue, to Erie avenue, to Fifteenth, to Indiana avenue, to Broad street, to Glenwood avenue, to Fifteenth, to Locust, to Thirteenth, to Cumberland, to Fifteenth street depot.

Ridge Avenue Branch—Depot Ridge and Susquehanna avenues. Starting at Susquehanna and Ridge avenues, on Ridge avenue to Tenth, to Arch, to Front street, returning on Arch street, to Ninth street, to Ridge avenue, to depot.

Manayunk Division—Depot Ridge and Susquehanna avenues. Starting at Susquehanna and Ridge avenue, on Ridge avenue to Green street, Manayunk, returning same route.

Morris and Tasker Streets Branch—Depot Twentieth and Wharton streets. From Twentieth and Wharton, on Wharton to Twenty-first, to Long Lane, to Morris, to Otsego, to Tasker, to Twentieth, to Wharton street, to Twenty-second, to Ellsworth, to Twenty-third, to Gray's Ferry road, to Twenty-third, to Callowhill, to Twenty-fifth, to Green, return on Twenty-fifth to Hamilton, to Twenty-second, to Christian, to Twenty-first, to Long Lane.

RATE OF FARE FOR PASSENGERS.

Single fare,	0 05
Exchange tickets,	0 08

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash,	$438,713 86	Capital stock,	$15,000,000 00
Stocks,	3,731,940 22	Bonds,	1,067,940 00
Equipment,	2,207,283 47	Open accounts,	6,338,338 49
Construction,	10,295,574 59		
Open accounts,	5,732,766 35		
Total,	$22,406,278 49	Total,	$22,406,278 49

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Dividends declared December 1, 1894, June 1, 1895, eight per cent. on par value of capital stock.

Paid in dividends, cash, $1,000,000 00

PITTSBURGH, ALLEGHENY AND MANCHESTER PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Fred. Gwinner, President.	Allegheny, Pa.
C. L. Magee, Vice President,	Pittsburgh.
A. M. Neeper, Secretary. Treasurer.	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
Fred Gwinner,	Allegheny, Pa.
C. L. Magee,	Pittsburgh.
Geo B. Hill,	Allegheny, Pa.
Joshua Rhodes.	Allegheny, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Pittsburgh, Allegheny and Manchester Traction Company.

With what other companies consolidated: Leased to the above traction company.

Date of consolidation: Leased July 25, 1890.

General offices of the company at 516 Liberty street, Pittsburgh, Pa.

For information relating to this report, address A. M. Neeper, secretary, 35 Blakewell building, Pittsburgh.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 12, 1859.

Main line and branches constructed and operated from time to time, from date of incorporation to the summer of 1866. Capital stock fixed by charter at $75,000, and increased from time to time to $350,000.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main street line from corner of Union street and Liberty avenue, in city of Pittsburgh, to Sixth street, to suspension bridge, to Federal street, Allegheny, to West Ohio street, to Western avenue, to Bidwell street, to Pennsylvania avenue to Beaver avenue, to Island avenue. Rebecca street branch leaves main line at corner of Lacock and Federal streets, thence via Lacock street to Craig street, to Rebecca street, to Beaver avenue, to Island avenue. East Ohio street (Troy Hill) branch leaves main line corner of Federal and Ohio streets, thence by East Ohio street to line of Duquesne borough.

Duquesne Way branch leaves main line at Sixth and Duquesne Way, thence by Duquesne Way to Fifth street, to Liberty avenue, to Sixth street, to main line.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Real estate,	$124,998 55	Capital stock,	$350,000 00
Pittsburgh, Allegheny and Manchester Traction Company,	210,642 91		
Cash,	700 00		
Profit and loss,	13,658 54		
Total,	$350,000 00	Total,	$350,000 00

PITTSBURGH, ALLEGHENY AND MANCHESTER TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. B. Hill, President,	Allegheny, Pa.
Joshua Rhodes, Vice President,	Allegheny, Pa.
A. M. Neeper, Secretary,	Pittsburgh.
Wm. Montgomery, Treasurer,	Pittsburgh.
G. F. Greenwood, General Manager,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. B. Hill,	Allegheny, Pa.
Joshua Rhodes,	do.
Fred. Gwinner,	do.
C. L. Magee,	do.
J. W. Dalzell,	do.

Date of annual meeting for election of directors: Third Monday in May.

By whom is the road operated: Pittsburgh, Allegheny and Manchester Traction Company.

With what other companies consolidated: None. This company has leased and agreed to operate the Pittsburgh, Allegheny and Manchester Passenger Railway Company and the Pittsburgh Union Passenger Railway Company.

Date of consolidation: Date of leases, July 25, 1891. Term of Pittsburgh, Allegheny and Manchester Passenger Railway Company, 999 years. Term of Pittsbugh Union Passenger Railway Company, 985 years.

General offices of the company at 103 Fourth avenue, Pittsburgh, Pa.

For information relating to this report, address A. M. Neeper, secretary, 35 Blakewell building, Pittsburgh.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized December 14, 1889, with a capital stock of $5,000, 100 shares, par value $50 each, which was increased to $3,000,000 May 29, 1890.

After the increase of the capital stock on July 25, 1890, the company leased the property and franchises of the Pittsburgh, Allegheny and Manchester Passenger Railway Company for the term of 999 years, and on the same date the property and franchises of the Pittsburgh Union Passenger Railway Company for the term of 985 years, having previously contracted to equip their roads with necessary apparatus, and to operate the same as electrical roads.

On August 4, 1890, the contract for reconstruction of the passenger railways was let.

The foundations of road bed was constructed with concrete, in which were laid oak ties, the rails being the girder flange rail, mounted upon chairs fixed to the ties.

The overhead system of wiring is used in the operation of the road.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and conections: From corner Sixth and Liberty streets, Pittsburgh, along Sixth to Suspension bridge to Allegheny City, thence via Federal street, West Ohio street, Western avenue, Bidwell street, Pennsylvania avenue to Beaver avenue, along Beaver and Island avenues to Preble avenue, from Federal street along East Ohio street to Chestnut street, from Federal street along Lacock to Craig, to Rebecca, to Beaver avenue, to Pennsylvania avenue, from Federal along Robinson to School street, to South avenue, to Allegheny avenue, to Franklin street, to Sedwick street, to Washington avenue, to Beaver avenue, on Franklin street from Sedwick street to Fulton street, to Washington avenue, on Preble avenue from Island avenue to Hanover street, to McClure avenue, to Gass avenue, from Suspension bridge (Pittsburgh end), along Duquesne Way to Fifth street, to Liberty avenue, to Market street

Connects with Citizens' Traction Company, Pittsburgh Traction Company, Pittsburgh Union Passenger Railway Company and Federal Street and Pleasant Valley Railway Company.

Union Line: From corner of Fifth avenue and Market street, Pittsburgh, along Fifth avenue to Liberty street, to Fifth street, to Penn avenue, to Water street, to Union bridge, across bridge to Grant avenue, Allegheny City, thence along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street and Staunton avenue to car house, thence along Preble avenue, Hanover street, McClure avenue, to Woods Run avenue, to terminus.

Connects with Pittsburgh, Allegheny and Manchester Passenger Railway Company and Pittsburgh Western Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for	2 45

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction	$1,032,449 75	Capital stock,	$3,000,000 00
Equipment,	509,287 56	Funded debt.	1,500,000 00
Stock Pittsburg, Allegheny and Manchester Passenger Railway Company,	2,450,000 00	Pittsburgh Union Passenger Railway Company bonds,	100,000 00
Stock Pittsburgh Union Passenger Railway Company,	466,900 00	Personal property Pittsburgh, Allegheny and Manchester Passenger Railway Company,	60,142 39
Stock Union Bridge Company.	612 50	Personal property Pittsburgh, Union Passenger Railway Company,	22,404 55
Stock Pittsburgh Produce Exchange,	10 00	Profit and loss.	110,946 50
Investments Pittsburgh, Allegheny and Manchester Traction Company stock,	99 99	Bills payable,	250,500 00
Real estate.	47,540 00		
Lease Pittsburg, Allegheny and Manchester Passenger Railway Company,	252,289 81		
Lease Pittsburg Union Passenger Railway Company,	135,876 30		
Cash.	48,468 64		
Bonds in hands of treasurer,	100,000 00		
Accounts receivable.	459 89		
Totals,	$5,043,994 44	Total.	$5,043,994 44

PITTSBURGH AND BIRMINGHAM TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Harry Moore, President,	Pittsburg.
John M. Duff, Vice President,	Pittsburg.
A. S. Petrie, Secretary. Treasurer,	Ingram.
Frank McCoy, General Superintendent.	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.
Harry Moore,	Pittsburg.
John M. Duff,	Pittsburg.
A. C. Wettenget,	Pittsburg.
W. R. Ford,	Pittsburg.
C. M. Clark,	Philadelphia.
Jacob Hook,	Allegheny, Pa.
H. J. Lotz,	Allegheny, Pa.

Date of anual meeting for the election of directors: Second Tuesday in August.

By whom is the road operated: Pittsburgh and Birmingham Traction Company.

What road, or roads, are leased to and operated by your company: Pittsburgh and Birmingham Passenger Railway Company, South Side Passenger Railway Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address A. S. Petrie, secretary.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued August 15, 1889, to Pittsburgh and Birmingham Traction Company.

Pittsburgh and Birmingham Passenger Railroad Company, including the South Side Passenger Railroad Company, leased November 19, 1889, to the Pittsburgh and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main line beginning corner Thirty-fourth and Carson streets, along Carson street to and over Smithfield street bridge, along Smithfield street to Liberty street, along Liberty street to Union depot, thence returning by same route to place of beginning.

Short line: Beginning corner Carson and Thirtieth streets, along Thirtieth street to Sarah street, along Sarah street to Tenth street, along Tenth street to and over Birmingham bridge to Second avenue, along Second avenue to Grant street, along Grant street to Third avenue, along Third avenue to Market street, along Market street to Fourth avenue, along Fourth avenue to Grant street, along Grant street to Second avenue, thence returning by same route to place of beginning.

Jane street line: Beginning at Twenty-eighth and Jane street, along Jane street to Eighteenth street, along Eighteenth street to Sidney street, along Sidney street to Seventeenth street, along Seventeenth street to Bingham street, along Bingham street to Sixth street. This line being single track.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of unlimited sold for (rate),	0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Property and railway,	$2,898,030 00	Capital stock,	$3,000,000 00
Improvement,	1,638,887 73	Profit and loss,	99,094 06
Stocks in other companies,	703,400 00	Bond and mortgage,	1,500,000 00
Horses,	620 00	Bonds guaranteed,	594,000 00
Mongahela Bridge Company,	157,400 36	Accounts payable,	35,745 06
Accounts receivable,	4,833 52	Debenture bonds,	153,000 00
Cash,	23,289 73	Accrued bond interest,	32,627 48
		Accrued taxes,	11,994 74
Total,	$5,426,461 34	Total,	$5,426,461 34

PITTSBURGH, OAKLAND AND EAST LIBERTY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. L. Elkins, President,	Philadelphia.
J. G. Traggardh, Secretary. Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
W. L. Elkins,	Philadelphia.
P. A. B. Widener,	Philadelphia.
Geo. W. Elkins,	Pittsburg.
C. L. Magee,	Pittsburg.
Geo. W. Elkins,	Philadelphia.
Wm. Flinn,	Pittsburg.
Geo. C. Wilson,	Pittsburg.

By whom is the road operated: Pittsburgh Traction Company.
General offices of the company at 6006 Penn avenue, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of corporate charter April 8, 1859.

The property and franchises of the Pittsburgh, Oakland and East Liberty Passenger Railway Company were, on the 17th day of June, 1887, leased to the Pittsburgh Traction Company for the term of nine hundred and ninety-nine years, which company has since that date operated the road, and as to all questions hereafter put to which answers are not appended, you are respectfully referred to the report of that company.

PITTSBURGH TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
George W. Elkins, President,	Pittsburgh.
C. L. Magee, Vice President,	do.
J. G. Traggardh, Secretary. Treasurer,	do.
A. W. D. Hogg, Auditor,	do.
William L. Elkins, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
P. A. B. Widener,	Philadelphia.
William L. Elkins,	Philadelphia.
George W. Elkins,	Philadelphia.
George W. Elkins,	Pittsburgh.
C. L. Magee,	Pittsburgh.
William Flinn,	Pittsburgh.
George C. Wilson,	Pittsburgh.

Date of annual meeting for election of directors: Fourth Monday of January each year.

By whom is the road operated: The Pittsburgh Traction Company.

With what other companies consolidated: The Pittsburgh, Oakland and East Liberty Passenger Railway Company.

Date of consolidation: June 17, 1887.

What road, or roads, are leased to and operated by your company: The Duquesne Traction Company, Bloomfield Street Railway.

General offices of the company at 6006 Penn avenue, Pittsburgh.

For information relating to this report, address J. G. Traggardh, secretary, 6006 Penn avenue.

What kind of power is used for propelling the cars on your road: Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh Traction Company was organized April 14, 1887, with an authorized capital of two million five hundred thousand dollars, payable in instalments. Up to date one million nine hundred thousand dollars of this has been paid up.

After securing control of the Pittsburgh, Oakland and East Liberty Passenger Railway Company, the work of changing said road from horse to cable was commenced, and by November, 1888, the whole line, including that part of the Central Transit Company from Wylie avenue to its terminus at Liberty avenue, was operated by cable.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Liberty street through Fifth avenue to Shady avenue, thence by Penn avenue to company's East Liberty depot, thence returning by Highland avenue to starting point.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of one hundred sold for	5 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Permanent investments and real estate	$1,273,043 74	Capital stock	$2,500,000 00
Construction	1,287,869 35	First mortgage coupon bonds	750,000 00
Equipment	202,518 95	Bonds P. O. & E. L. Railway Company	7,000 00
Cash	3,305 20	Bonds Bloomfield Street Railway Company	250,000 00
Installments not yet called	600,000 00	Mortgage lot Fifth avenue	10,000 00
Ledger accounts collectable	688,542 29	Mortgage lot Penn avenue	18,000 00
		Mortgage lot Bloomfield	800 00
		Vouchers for monthly supplies	9,256 44
		Unfunded debt incurred account construction and equipment	404,980 96
		Unfunded debt incurred for other purposes	41,836 93
		Surplus	63,405 20
Total	$4,055,279 53	Total	$4,055,279 53

PITTSBURGH INCLINE PLANE RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. F. Grimes, President,	Knoxville Pittsburgh.
J. P. Moore, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. F. Grimes,	Knoxville, Pittsburgh.
E. J. Mathews,	Philadelphia.
Francis Rawle,	Philadelphia.

By whom is the road operated: Pittsburgh and Birmingham Traction Company.
General offices of the company at Knoxville, Pittsburgh, Pa.
For information relating to this report, address J. F. Grimes, Knoxville, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Refer you to previous reports, no change having occurred since.

The plane is leased to the Pittsburgh and Birmingham Traction Company for nine hundred and ninety-nine years. The said Pittsburgh and Birmingham Traction Company paying all taxes, interest on bonds and a rental of fifteen thousand dollars per year and $200 additional for expenses. All of which has been paid in dividends.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash received,	$15,200 00	Cash paid out,	$15,200 00
Construction,	400,000 00	Bonded debt,	250,000 00
		Capital stock,	150,000 00
Total,	$415,200 00	Total,	$415,200 00

PITTSBURGH UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
F. Gwinner, Jr., President,	Allegheny, Pa.
A. M. Neeper, Secretary, Treasurer,	Pittsburgh.
G. F. Greenwood, General Manager,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
F. Gwinner, Jr.,	Allegheny, Pa.
J. W. Dalzell,	Allegheny, Pa.
C. L. Magee,	Pittsburgh.
Joshua Rhodes,	Allegheny, Pa.
J. D. Nicholson,	Pittsburgh.
Geo. B. Hill,	Allegheny, Pa.
A. M. Neeper,	Pittsburgh.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Pittsburgh, Allegheny and Manchester Traction Company.

Date of consolidation: Leased July 25, 1890.

General offices of the company at 103 Fourth avenue, Pittsburgh, Pa.

For information relating to this report, address A. M. Neeper, secretary, Bakewell building, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association dated October 3 and filed November 2, 1878. Letters patent issued November 2, 1878, to Union Passenger Railway Company.

Pittsburgh Union Passenger Railway Company article of association dated August 27, and filed August 30, 1879. Letters patent issued August 30, 1879.

The above companies were consolidated August 26, 1881, and tracks were laid and cars run during the spring and summer of 1881.

Capital stock, $100,000, upon which has been paid in, $82,755.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From corner Fifth avenue and Market street, along Fifth avenue to Liberty avenue, Fifth street, Pennsylvania avenue, Water street, to Union bridge, across bridge to Grant avenue, along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street and Stanton avenue to car house, thence along Preble avenue, Hanover street and McClure avenue to Woods Run avenue, the terminus.

Connect with Pa. & M. Pass. R. W. Co. and Pittsburgh and West End Passenger Railway Company.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Real estate,	$14,878 85	Capital stock,	$82,755 00
Profit and loss,	56,120 37		
Pittsburg, Allegheny and Manchester Traction Company,	11,447 25		
Cash,	308 53		
Total,	$82,755 00	Total,	$82,755 00

PITTSBURGH AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John C. Reilly, President,	Pittsburgh.
Thomas S. Bigelo, Vice President,	do.
William V. Callery, Secretary,	do.
William J. Burns, Treasurer, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John C. Reilly,	Pittsburgh.
Thomas S. Bigelow,	do.
William J. Burns,	do.
James D. Callery,	do.
William V. Callery,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Themselves.

General offices of the company at West Parson street and Point bridge.

For information relating to this report, address William J. Burns, treasurer and general manager.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter of the Pittsburgh and West End Passenger Railway Company was granted March 26, 1879. City ordinances passed and road constructed and put in operation July 4 of same year. The horses and mules until December 3, 1892, when electric power was introduced and operated by same up to present time.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at Fifth avenue and Market street, Fifth avenue to Liberty street, to Fifth street, to Penn avenue, to Water street, to Point bridge, to Carson street, to Main street, to Wabash street, to Woodville avenue, to Hohn street, end of line. Branch or extension from Point bridge east on Carson street to Monongahela bridge and west on Carson street to city line, then on Chartiers and Robinson township turnpike to McKees' Rocks, then along Chartiers avenue to Bryants. Branch from Pittsburgh, Chicago and Youghiogheny railroad along Island avenue to borough line, also branch from Chartiers along River avenue to Shingiss street to Phoenix park, also branch from Carson on Steubon street to Elliott borough.

RATE OF FARE FOR PASSENGERS.

Single fare, main line, five cents; McKees' Rocks, ten cents.

Exchange tickets to Monongahela branch and West End extension, tickets in books of fifty sold for $3.50 on McKees' Rocks branch.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant account, (franchises and rights of way),	$1,406,273 08	Capital stock,	$1,500,000 00
Construction account,	525,399 94	Bonds,	500,000 00
Equipment account,	153,609 89	Bills payable,	50,000 00
Sundries account,	11,591 50	Sundries, bridge toll,	20,666 66
Cash account,	6,409 41	Profit and loss account,	32,617 16
Total,	$2,103,283 82	Total,	$2,103,283 82

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: December 31, 1894, cash one per cent. on 30,000 shares; June 30, 1895, cash one per cent. on 30,000 shares.

Paid in dividends, cash,	$30,000 00
Balance for the year, or surplus,	28,164 59
Surplus at commencement of the year,	4,452 57
Total surplus,	$32,617 16

PITTSBURG, NEVILLE ISLAND AND CORAOPOLIS PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
J. C. Reilly,	President.	Coraopolis, Pa.
T. S. Bigelow,	Vice President.	Neville Island, Dixmont P. O.
W. J. Burns,	Secretary, Treasurer, General Superintendent.	Coraopolis, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
T. R. Pittock,	Neville Island.
A. J. Schultz,	Neville Island.
W. A. Calley,	Neville Island.
J. C. Reilly,	Pittsburg.
W. J. Burns,	Pittsburg.
T. S. Bigelow,	Pittsburg.
J. D. Calley,	Pittsburg.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: The Pittsburgh, Neville Island and Coraopolis Railway Company.

General offices of the company at Coraopolis, Allegheny county, Pa.

For information relating to this report, address W. J. Burns, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On March 29, 1892, articles of association were entered into at Coraopolis, Pa., by a number of the residents of Coraopolis borough and Neville Island (Neville township), Allegheny county, Pa., and an application made for a charter of the company, which was duly granted April 4, 1893.

Negotiations were at once entered into for the necessary rights of way and consent of the local authorities, the last of which was only obtained in June, 1893.

Plans and specifications for the construction and equipment of the road were prepared and proposals solicited. The contract for construction of the road was entered into on July 8, 1893, and on March 1, 1894, the work had progressed so far that cars were put in operation between Chartiers avenue in McKees' Rocks borough, the eastern terminus of the line, and the foot of Neville Island, a distance of about seven and one-half miles. At this point some delay was experienced in extending the line, pending the completion of the Coraopolis and Neville Island bridge. On July 24, 1894, the bridge had reached such a stage of completion as to permit the running of cars over it, and on that day traffic was opened to the western terminus of the line at Thorn street, in the borough of Coraopolis. Since that date no interruption to the running of the company's cars has occurred.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The route of the Pittsburgh, Neville Island and Coraopolis railway is as follows: Beginning at its connection with the Pittsburgh and West End Passenger railway at the intersection of Chartiers avenue with the "river road" in the borough of McKees' Rocks, thence by the said "river road," an unnamed avenue on the Robb and Munson property, Munson avenue, Ella street and Helena avenue, in the borough of McKees' Rocks, to an unnamed alley on the property of Mrs. Nettie McKee Graham, in Stowe township, Allegheny county, thence by the said alley, an unnamed sixty foot street, on

unnamed sixty foot avenue, an unnamed forty foot street, an unnamed twenty foot alley, and an unnamed twenty-five foot way to the Neville Island road in Stowe township aforesaid, thence by the said Neville Island road and county bridge to Neville township, Allegheny county, aforesaid, thence by the Neville Island road and Grand or Neville avenue on said Neville Island to a bridge across the back channel of the Ohio river at Coraopolis borough, thence by said bridge to Fesser street in said Coraopolis borough, and thence by said Fesser street and Fourth avenue to Thorn street in said borough of Coraopolis, the western terminus of the line. The entire length of the route is approximately eight and three-fourth miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 & 10 cts.
Tickets in packages of fifty sold for	$4 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Right of way,	$2,113 00	Capital stock (paid in),	$89,645 00
Real estate,	9,450 00	First mortgage bonds,	100,000 00
Construction,	136,568 56	Bills payable,	16,625 33
Power house,	6,363 60	Accounts payable,	1,288 56
Car barn and stations,	3,114 84	Cash overdrawn,	242 27
Tools,	11,326 63		
Car equipment,	13,213 20		
Office furniture,	239 20		
Bridge stock,	19,500 00		
West End tickets,	98 00		
Bills receivable,	275 00		
Accounts receivable,	86 08		
Profit and loss,	5,453 05		
Total,	$207,801 16	Total,	$207,801 16

PITTSTON STREET CAR COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. W. Hollenback, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	do.
Jno. Graham Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. W. Hollenback,	Wilkes-Barre, Pa.
W. G. Eno,	do.
A. A. Sterling,	do.
Jno. Graham,	do.
C. J. Swan,	do.

By whom is the road operated: Operated by and leased to the W. B. & W. V. Trac. Co.
General offices of the company at Wilkes-Barre.
For information relating to this report, address John Graham, treasurer, Wilkes-Barre, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized as the Pittston Street Car Company September 21, 1882.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the upper end of the city of Pittston, through the main street, thence on the main road and through private rights of way to the city of Wilkes-Barre.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment, ...	$400,000 00	Capital stock, ...	$200.000 00
		Funded debt, ...	200,000 00
Total, ...	$400.000 00	Total, ...	$400,000 00

PITTSTON, MOOSIC AND PLEASANT VALLEY STREET RAILWAY COMPNAY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President, ...	Wilkes-Barre, Pa.
C. J. Swan, Secretary, ...	do.
A. A. Sterling, Treasurer, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham.	Wilkes-Barre, Pa.
J. M. Thomas, ...	do.
A. A. Sterling, ...	do.
W. G. Eno, ...	do.
W. S. Biddle, ...	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Wilkes-Barre and Wyoming Valley Traction Company.
General offices of the company at Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 5, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning in the borough of Pittston at a point near the station of the Delaware, Lackawanna and Western Railroad Company, at the Lackawanna and Bloomsburg junction and at the present northerly terminus of the Pittston street railway, on Main street, in said borough, through the township of Pittston, in a northerly direction to the Lackawanna station of the Lackawanna and Bloomsburg division of the Delaware, Lackawanna and Western railroad, along the main road leading from the said Lackawanna station, to Main street in the borough of Moosic, thence by the main public road leading to the borough of Pleasant Valley and to the main street thereof, thence along the main street of said borough to the limit thereof, and thence to the main public road leading from said borough of Pleasant Valley to the borough of Pittston, and entering the same on Broadway street, and thence along said street to its intersection with Main street in said borough of Pittston, making a circuit by single track over same route, with necessary turnouts, switches, etc., to the point of beginning.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, legal and franchise, .	$1,400 00	Cash paid in.	$1,400 00

PLYMOUTH STREET RAILWAY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President, ...	Wilkes-Barre, Pa.
C. J. Swan, Secretary.	do.
A. A. Sterling, Treasurer, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham, ...	Wilkes-Barre, Pa.
J. M. Thomas.	Wilkes-Barre, Pa.
A. A. Sterling, ...	Wilkes-Barre, Pa.
W. S. Biddle, ...	Wilkes-Barre, Pa.
W. G. Eno, ...	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered January 10, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Kingston Corners, in the borough of Kingston, in a southwesterly direction through the borough of Edwardsville, thence to the town of Plymouth and through the main street to its terminus.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, legal and franchise, .	$400 00	Capital stock paid in.	$400 00

POTTSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. N. Malsberger, President, ...	Pottstown, Pa.
Calvin Fegely, Secretary, Treasurer, ...	do.
Lewis P. Muthart, General Superintendent, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. N. Malsberger,	Pottstown, Pa.
Calvin Fegely,	do.
J. A. Healy,	do.
Jacob C. Sotter,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: The Pottstown Passenger Railway Company.
General offices of the company at Pottstown, Pa.
For information relating to this report, address George N. Malsberger, Pottstown, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charted granted July 3, 1890. Operation begun March, 1893. Road open to general public June 15, 1893.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

ASSETS		LIABILITIES.	
Construction,	$57,915 45	Capital stock,	$60,000 00
Equipment,	29,258 52	Funded debt,	19,000 00
Real estate,	58,640 76	Unfunded debt,	72,700 00
Right of way,	3,800 00	Bills payable,	4,914 80
Organization,	1,305 58	Due treasurer,	576 26
Stock on hand,	765 85		
Profit and loss,	5,504 90		
Total,	$157,191 06	Total,	$157,191 06

THE PUNXSUTAWNEY STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
S. E. Wilson, President,	Punxsutawney, Pa.
J. K. North, Vice President,	do.
A. J. Truitt, Secretary,	do.
L. C. Myers, Treasurer, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
L. W. Robinson,	Punxsutawney, Pa.
J. K. North,	do.
L. C. Myers,	do.
A. J. Truitt,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.
By whom is the road operated: The Punxsutawney Street Passenger Railway Company.
General offices of the company at Punxsutawney, Pa.
For information relating to this report, address L. C. Myers, general superintendent.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association January 29, 1892.
Letters patent February 1, 1892.
Begun operations August 17, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at a point on Mahoning avenue, near P. & N. W. Ry. station, along Mahoning avenue, across the Mahoning creek bridge, along Mahoning avenue and West Mahoning street, all in Punxsutawney, thence along Main street in Clayville, thence returning by same route to beginning.

With an extension from Mahoning street, on Findley street, to Buffalo, Rochester and Pittsburgh railway station.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for	2 00
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment, which includes real estate, $1,900 00.	$36,990 42	Capital stock.	$18,000 00
Material now on hand, estimated.	19 56	Funded debt.	14,000 00
Loss for year ending, June 30, 1894.	64 86	Unfunded debt not reported last year.	200 00
Loss for year ending, June 30, 1895.	223 21	Part of last year's receipts applied on construction and equipment account.	4,790 42
Bill paid as per last report.	327 18	Bills payable.	634 81
Total.	$37,625 23	Total.	$37,625 23

READING TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John A. Rigg, President,	Reading, Pa.
M. C. Allenbach, Secretary, Treasurer,	do.
John A. Rigg, General Manager,	do.
Samuel E. Rigg, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John A. Rigg,	Reading, Pa.
Richmond L. Jones,	Reading, Pa.
Robert N. Carson,	Philadelphia.
R. Nelson Buckley,	Philadelphia.
David C. Golden,	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The Reading Traction Company.

What road, or roads, are leased to and operated by your company: Reading City Passenger Railway Company, East Reading Electric Railway Company, Reading and Temple Electric Railway.

General offices of the company at Reading, Pa.

For information relating to this report, address M. C. Allenbach, Reading, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Reading Traction Company organized under act of March 22, 1887, entitled "An act to provide for the incorporation and regulation of motor power companies for operating passenger railways by cables, electricity or other means." Letters patent issued and certificate recorded March 9, 1893.

This company leased the Reading City Passenger Railway Company April 1, 1893, and reconstructed and equipped the road electrically during 1893 and 1894, completed June 30, 1894, and leased the East Reading Electric Railway Company May 1, 1893, and leased the Reading and Temple Electric railway October 1, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Same as reported by Reading City Passenger Railway Company and East Reading Electric Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25
Coupon books, thirty rides for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Property,	$1,023,309 77	Capital stock,	$1,000,000 00
Construction,	227,703 10	Bonds payable,	500,000 00
Equipment,	173,157 15	Bills payable,	30,000 00
Car houses,	34,766 80	Accounts,	51,331 43
Office fixtures,	973 39	Reinvestment,	2,815 75
Supplies on hand,	3,660 87	Mortgage,	4,000 00
Cash,	30,597 86		
Accounts receivable,	4,083 05		
Treasurer (unsold bonds),	78,000 00		
Profit and loss,	11,895 19		
Total,	$1,588,147 18	Total,	$1,588,147 18

READING AND TEMPLE ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
B. F. Owen,	President,	Reading, Pa.
Matthias Moyer,	Vice President,	do.
Frank S. Livingood,	Secretary, Treasurer, Auditor,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Matthias Moyer,	Reading, Pa.
A. B. McKnight,	do.
William McIlvain,	do.
Jonathan G. Limbach,	do.
Frank S. Livingood,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: The Reading Traction Company.
General offices of the company at Reading, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter February 26, 1892.

Extension proceedings to cover additional streets in Reading April 1, 1892.

Extension proceedings to cover additional streets in Reading, also in Berks and Dauphin turnpike to Myerstown, Lebanon county, Pa., May 8, 1893.

Additional extension in Reading February 21, 1894. Ordinance submitted in city councils for consent to occupy streets, April, 1894.

Ordinance passed by city councils July 16, 1894.

Ordinance approved by mayor July 17, 1894.

Provisions of ordinance accepted by company July 18, 1894.

Construction of track on Centre avenue begun July, 1894, followed by other construction, so that by December 31, 1894, thirty-nine squares of track and overhead construction were completed.

Six cars and motors bought and engine and generator placed in building of Metropolitan Electric Company.

Capital stock increased to $75,000 August 8, 1894.

Lease of road, franchises, etc., made to the Reading Traction Company for ninety-nine years, with privilege of purchase at end of that time. The Reading Traction Company to pay as rent five per cent. upon capital stock issued for first year, six per cent. for second year, and seven per cent. per annum thereafter, semi-annually, April and October 1st; also interest on mortgage, bonds, at five per cent. amount of capital; also $250 per annum for maintenance of organization, and all taxes, insurance, etc.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Connects at Fourth and Washington streets with tracks of Reading City Passenger railway, thence north on Fourth street to Greenwich street, west on Greenwich street to Second, north on Second to Douglass, west on Douglass to Front, north on Front to Spring, east on Spring to Fourth, south on Fourth to Greenwich, connecting with tracks of City Passenger Railway Company at Centre avenue and Fourth street and Centre avenue and Spring street; also connects with tracks of City Passenger Railway Company at Centre avenue and Robeson street, thence north on Centre avenue to Bern street, connecting with track of Reading City Passenger Railway Company; also connects with Reading City Passenger Railway Company at Richmond and Sixth streets, thence along Hiester's lane, to and through East Pennsylvania railroad culvert.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment,	$78,779 44	Capital stock,	$30,000 00
Profit and loss,	220 56	Funded debt,	30,000 00
		Unfunded debt,	19,000 00
Total,	$79,000 00	Total,	$79,000 00

READING CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
B. F. Owen, President,	545 Centre avenue, Reading, Pa.
James S. Douglas, Vice President,	211 South Fifth street, Reading, Pa.
Henry A. Muhlenberg, Secretary,	200 North Fourth street, Reading, Pa.
Henry A. Muhlenberg, Treasurer,	520 Washington street, Reading, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
B. F. Owen.	545 Centre avenue, Reading, Pa.
James S. Douglas,	211 South Fifth street, Reading, Pa.
William R. McIlvain.	210 North Fifth street, Reading, Pa.
Walthan Hartsler.	722 Centre avenue, Reading, Pa.
William A. Sands,	428 Walnut street, Reading, Pa.
Albert Shelheimer.	105 North Eighth street, Reading, Pa.
Charles H. Schaeffer,	226 North Sixth street, Reading, Pa.
John Riche,	630 Centre avenue, Reading, Pa.
Henry A. Muhlenberg,	200 North Fourth street, Reading, Pa.

By whom is the road operated: The Reading Traction Company, under lease executed April, 1893, for ninety-nine years.

For information relating to this report, address B. F. Owen, or Harry A. Muhlenburg.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The history of the organization and construction will be found in former reports, and especially for the year ending June 30, 1893.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
57 squares track at $1,500 per square,	$85,000 00	Capital stock, 7,000 shares at $50 per share,	$350,000 00
Fifth street branch, 26 squares, cost.	31,695 42	General mortgage bonds,	112,000 00
Schuylkill avenue branch, 9 squares. cost,	9,261 35	Life tickets,	3,000 00
Perkiomen avenue passenger railway system, cost.	159,024 49	Profit and loss per difference between valne of assets and amount of liabilities including capital stock,	26,758 17
Real estate:			
Sixth and Minor streets,	18,000 00		
South Third street.	16,000 00		
Tenth and Pike streets,	143 50		
Tenth and Exeter streets,	15,931 80		
Perkiomen avenue,	4,280 50		
Second street branch cost.	1,584 76		
Benjamin street branch cost.	13,465 35		
Mineral Springs branch cost,	11,808 63		
Ninth and Tenth street branch road cost,	22,610 10		
Eleventh street branch cost,	15,907 11		
Deysher real estate, Third street,	2,060 75		
Eighth street branch,	20,743 60		
Sixth street branch extension, 1892.	7,625 81		
Equipment and personal property turned over to Reading Traction Company, as per Twenty-second street report.	56,110 00		
Total,	$491,753 17	Total.	$491,753 17

STOCKS AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: There has no time during the existence of the original Reading City Passenger Railway Company or since the consolidation of that company with the Perkiomen Avenue Passenger Railway Company under the name of the first mentioned company, been any issue of stocks as a stock dividend.

Dividends paid in cash, ... $28,000 00

READING AND SOUTHWESTERN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. W. Shepp, President	
J. B. Sterley, Vice President	
Vincent S. Seltzer, Secretary, Treasurer	
George W. Keim, General Manager, General Superintendent	

DIRECTORS.

NAMES.	RESIDENCES.
D. B. Shepp	Reading, Pa.
J. H. Rothermel	Reading, Pa.
Nicholas Rothermel	Reading, Pa.
J. B Sterley	Reading, Pa.
W. Van Reed	Reading, Pa.
H. C. Geissen	Reading, Pa.
G. Fred Mertz	Reading, Pa.
C. T. Fox	Reading, Pa.
W. Rebman	Philadelphia.
A. N. Kissinger	Reading, Pa.
E. L. Garber	Stevens, Lanc. co., Pa.
Vincent S. Seltzer	Reading, Pa.

Date of annual meeting for the election of directors: Second Monday in January of each year.
By whom is the road operated: The Reading and Southwestern Street Railway Company.
General offices of the company at Reading, Pa.
For information relating to this report, address V. S. Seltzer, secretary.
What kind of power is used for propelling the cars on your road: Electric.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Third and Penn streets in the city of Reading, thence south on Third street to Chestnut street, thence on Chestnut street to Water street, thence on Water street to a bridge crossing the Schuylkill river to a point in the road leading from the Harrisburg bridge to the Lancaster bridge, thence along said road to the Lancaster road, thence on the Lancaster road to the road to Mohnsville, thence on said Mohnsville road to the village of Hendleton, thence on property belonging to the company to the village of Mohnsville, in the county of Berks, thence returning by the same route to the place of beginning.

From the main line also a branch beginning at Third and Franklin streets, thence eastward on Franklin street to Ninth street.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant	$159,785 11	Capital stock	$130,000 00
Cash	122 79	Bills payable	28,525 58
Bills receivable	1,879 53	Miscellaneous	11,245 74
Miscellaneous	7,984 39		
Total	$169,771 32	Total	$169,771 32

RIDGE AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. B. Edwards, President	
William S. Blight, Secretary, Treasurer	

DIRECTORS.

NAMES.	RESIDENCES.
William S. Grant	Philadelphia.
R. A. F. Penrose, M. D.	do.
Henry Morris	do.
John Lambert	do.
Chas. B. Penrose, M. D.	do.

Date of anual meting for election of directors: Second Monday in January every year.

By whom is the road operated: Leased to Philadelphia Traction Company September 1, 1892, for 999 years.

With what other companies consolidated: The Girard College Passenger Railway Company and the Ridge Avenue and Manayunk Passenger Railway Company.

Date of consolidation: March 8, 1872.

General offices of the company at corner of Ridge and Susquehanna avenues, Philadelphia, Pa.

For information relating to this report, address William S. Blight, treasurer.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Girard College Passenger Railway Company, charter April 15, 1858. First car run over road March 14, 1859. The Ridge Avenue and Manayunk Passenger Railway Company, charter March 28, 1859. First car run in fall of 1859.

Consolidated March 8, 1872, under title of the "Ridge Avenue Passenger Railway Company." This road was leased on September 1, 1892, to Philadelphia Traction Company for 999 years.

Rent, three years $10 per share on 15,000 shares, $150,000; 996 years $12 per share on 15,000 shares, $180,000.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction	$584.811 00	Capital stock	$420,000 00
Cash	37,839 75	Invested fund (offices, department shops, stables, etc.)	139,791 49
		Profit and loss	46,859 26
		Bills payable	16,000 00
Total	$622,650 75	Total	$622,650 75

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: 1894, July 1, $2.50 per share on 15,000 shares, $37,500; 1894, October 1, $2.50 per share on 15,000, $37,500; 1895, January 1, $2.50 per share on 15,000 shares, $37,500; 1895, April 1, $2.50 per share on 15,000 shares, $37,500; total, $150,000.

Organization expenses, $2,000; total, $152,000.

RIDGE AVENUE CONNECTING RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
G. D. Widener, President,	Philadelphia.
D. W. Dickson, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
D. H. Lane,	Philadelphia.
G. R. Yarrow,	do.
R. F. Bower,	do.
J. B. Peddle,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at Forty-first and Haverford streets.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter September 6, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Second and Arch streets, on Arch street from Second to Front, returning on Arch street to place of beginning.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash,	$363 00	Capital stock,	$600 00
Construction,	237 00		
Total,	$600 00	Total,	$600 00

THE RINGING ROCKS ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES
M. R. Davidheiser, President,	Pottstown, Pa.
Theodore B. Miller, Vice President,	do.
E. S. Fretz, Secretary,	do.
A. K. Shaner, Treasurer,	do.
J. Wallace Spicer, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
M. R. Davidhelser,	Pottstown, Pa.
Theodore B. Miller,	Pottstown, Pa.
A. K. Shaner,	Pottstown, Pa.
E. S. Fretz,	Pottstown, Pa.
George C. Hollenbach,	Sanatoga, Pa.
Harry Rahn,	Sanatoga, Pa.
Frank S. Brant,	Sanatoga, Pa.
C. Q. Gullden,	Pottstown, Pa.
Ralph E. Shaner,	Pottstown, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Ringing Rocks Electric Railway Company.
General offices of the company at 156 High street, Pottstown, Pa.
For information relating to this report, address E. S. Fritz, secretary, Pottstown, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was organized in August, 1893, and incorporated September 1, 1893. Construction was begun in April, 1894, and the track completed in June, 1894. A few passengers, excursionists from Conshohocken principally, were carried over the line on June 16, but the line was not opened for travel until June 21, 1894, since which time it has run up to November 15, 1894.

The road was closed during the months of December, 1894, January, February, March, 1895, opening again for travel on April 27, 1895.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the north side of Queen street, thence northward on Hanover street to Beech street, thence eastward on Beech street to Charlotte street, thence northward on Charlotte street to Mervine street; thence eastward on Mervine street to the westerly side of the Washington Hill road, thence northwesterly through lands of Kepler and Twinehart, Catharine Stubblebine, John P. Fredd and Aaron K. Shaner to a point near the Ringing Rocks in Lower Pottsgrove township, Montgomery county, Pennsylvania, a total distance of three and seven-tenth miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00
Excursion tickets,	0 15

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$31,017 28	Capital stock,	$50,000 00
Equipment,	39,926 23	Bonds sold,	1,000 00
Real estate and buildings,	31,923 83	Mortgage on certain parcel of real estate,	4,000 00
Material on hand,	1,000 00	Unfunded debt,	47,500 00
		Surplus,	1,367 34
Total,	$103,867 34	Total,	$103,867 34

ST. CLAIR INCLINE PLANE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. S. Hughes, President,	Pittsburgh.
W. S. Jones, Secretary,	do.
R. B. Mellon, Treasurer,	do.
W. S. Hughes, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
W. S. Hughes	Pittsburgh.
W. S. Jones	do.
W. S. Mitchell	do
J. R. Mellon	do.
A. W. Mellon	do.

Date of annual meeting for the election of directors: First Tuesday in January.
By whom is the road operated: St. Clair Incline Plane Company.
General offices of the company at 54 Smithfield street, Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered September 9, 1885.
Construction commenced in 1886 and ended in 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Located in the Twenty-seventh ward, Pittsburgh.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of fifty sold for	1 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Permanent investment	$225,000 00	Capital stock	$150,000 00
Cash	23 32	Debt	75,000 00
Gross receipts	13,748 72	Expenses	15,528 26
Profit and loss	1,756 22		
Total	$240,528 26	Total	$240,528 26

SCHUYLKILL ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. H. Barritt, President	Wayne, Pa.
F. G. Yuenghling, Vice President	Pottsville, Pa.
Jesse Newlin, Secretary	Port Carbon, Pa.
Wm. A. Barritt Jr., Treasurer	St. David's, Pa.
Mark H. Hubbell, General Superintendent	Port Carbon, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
L. W. Weissinger.	Pottsville, Pa.
L. B. Walker.	Pottsville, Pa.
August Knecht,	Pottsville, Pa.
R. C. Luther,	Pottsville, Pa.
Mathew Bedow,	Minersville, Pa.
F. H. Treat,	Wayne, Pa.
C. P. King,	Philadelphia.
W. A. Barritt, Jr.,	St. David's, Pa.
Jas. Goodwin,	Wayne, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Schuylkill Electric Street Railway.

What road, or roads, are leased to and operated by your company: Tamaqua and Pottsville Railroad Company, People's Railway Company.

General offices of the company at 635 Drexel building, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association dated October 4, 1889.

Letters patent issued October 5, 1889.

The road has been in Pottsville, Palo Alto, Pt. Carbon, North Manheim township (Tumbling run) and Yorkville, connecting with People's railway to Minersville and Tamaqua, and Pottsville railroad to St. Clair borough.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From People's railway depot on Russel street to Twelfth street, on Twelfth street to Market street, westward on Market street to Ploppert's hotel, in the borough of Yorkville, returning by same way to Twelfth and Market streets, thence eastward on Market to Centre streets, thence south on Centre to Mauch Chunk, thence to Worman street, thence south across bridge (Schuylkill river) to Palo Alto borough on Bacon street, thence west on Bacon street to Palo Alto borough line, thence along the side of Sharp mountain in the township of North Manheim to the upper end of the second Tumbling run dam opposite the Tumbling run hotel, returning the same way to bridge in Palo Alto borough, thence eastward on Bacon street to bridge across Schuylkill river on Coal street in Port Carbon borough, on Coal street to Pike street, on Pike street to Lawton town, returning by same route to the place of beginning, thence from the corner of Centre and Market streets, Pottsville, on Centre street north to Peacock street, thence west on Peacock street to borough line, intersecting with Potttsville and Tamaqua railroad for Mill Creek, Dormers and St. Clair at borough line, Pottsville, on Nicholas street, thence from Twelfth and Russel streets to Lowell street, from Twelfth and Lowell to Minersville, intersecting on Centre street line on Minersville street; also connecting with People's Railway Company at Twelfth and Russel for Minersville borough.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25
Tickets in packages of sixteen for workingmen, sold for	0 50

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment.	$1,242.224 18	Bonds.	$500.000 00
Bills receivable from sundry parties.	491 82	Mortgages on real estate,	8.000 00
Profit and loss,	22.207 53	Dividends uncalled for,	300 00
Real estate.	8.000 00	Capital stock.	650,000 00
Value of unexpired policies.	107 40	Bills payable.	32.583 33
Cash on hand.	1.241 77	Accrued interest on bonds.	4.541 66
Supplies as per inventory,	2.796 60	Accounts payable,	81.844 31
Total,	$1,277.069 30	Total,	$1,277.069 30

IMPORTANT CHANGES DURING THE YEAR.

Extended tracks from Franklin street to Ploppert's hotel in Yorkville borough. Double tracked Tumbling run branch from about 150 yards from Palo bridge, Palo Alto, to Tumbling run hotel, and extended from Twelfth and Russel streets, Pottsville, to Twelfth and Laurel, and from Twelfth and Laurel to Third and Minersville, on Minersville to Centre street; also running on leased road of People's Railway Company from Twelfth and Russel to Minersville borough, and on leased road of Tamaqua and Pottsville Electric railroad from Pt. Carbon borough to St. Clair, and from Pottsville borough line, Nicholas street, to Mill Creek, intersecting with road at Mill Creek, running to St. Clair.

SCHUYLKILL TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Dallas Sanders, President.	Philadelphia.
John A. Johann, Secretary and Treasurer.	do.
E. W. Ash, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Ellis Ames Ballard.	Philadelphia.
Wm. B. Gill.	do.
Wm. F. Harrity,	do.
John A. Johann,	do.
Dallas Sanders,	do.
Joseph T. Richards.	do.
Winthrop Smith,	do.

By whom is the road operated: Schuylkill Traction Company.

With what other companies consolidated: Mahanoy City, Shenandoah, Girardville and Ashland Street Railway Company, Ashland, Locust Dale and Centralia Street Railway Company.

What road, or roads, are leased to and operated by your company: Mahanoy City, Shenandoah, Girardville and Ashland Street Railway Company, Ashland, Locust Dale and Centralia Street Railway Company.

General offices of the company at Girardville, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered September 26, 1892. Leased the Ashland, Locust Dale and Centralia Railway Company October 5, 1893, and the Mahanoy City, Shenandoah, Girardville and Ashland Street Railway Company January 5, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning in Girardville, runs north on Richard street, east on Ogden street, north on Second street, east on Mahanoy avenue to borough line, thence eastwardly to Shenandoah, east on Coal street, south on Main street, Shenandoah, to end of line, west on Parker street, Girardville, to Julia street, north on Julia street to borough line, thence westwardly to Centre street, Ashland, west on Centre street to borough line, thence west to Locust Dale, on township road, east on Parker street, Girardville, to borough line, thence eastwardly to Mahanoy Plane, through Mahanoy Plane and Gilberton, on Main street to eastern borough line, thence eastwardly through St. Nicholas and Wiggans to West Centre street, Mahanoy City, thence eastwardly on Centre street to eastern borough line.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

SCHUYLKILL VALLEY TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. W. Shepp, President,	Philadelphia.
E. A. Murphy, Vice President,	do.
D. B. Shepp, Secretary, Treasurer, Auditor,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. W. Shepp,	Philadelphia.
D. B. Shepp,	Philadelphia.
R. L. Parkinson,	Philadelphia.
E. A. Murphy,	Philadelphia.
H. H. Larzelere,	Norristown, Pa.
J. H. Passmore,	Norristown, Pa.
W. B. Kerick,	Reading, Pa.

Date of annual meeting for the election of directors: First Thursday in October.

What road, or roads, are leased to and operated by your company: Citizens' Passenger Railway Company, Norristown Passenger Railway Company, Conshohocken Railway Company.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Originally incorporated under the title of Norristown, Bridgeport and Conshohocken Traction Company; subsequently changed to Schuylkill Valley Traction Company.

Operates the Conshohocken Railway Company, Norristown Passenger Railway Company, Citizens' Passenger Railway Company.

Pays interest on bonds and taxes.

Interest on Conshohocken Railway Company 5 per cent. on $100,000 bonds.

Interest on Citizens' Passenger Railway Company 5 per cent. on $80,000 bonds.

Interest on Norristown Passenger Railway Company 6 per cent. on $75,000 bonds, also pays Norristown Passenger Railway Company $1,000 January 1, 1895; $1,500 January 1, 1896; $2,250 January 1, 1897; $3,000 January 1, 1898; $4,000 January 1, 1899, and $4,000 every year thereafter.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: De Kalb Street Division—Leaving car house, Fourth street, Bridgeport, south on Fourth street to Lee's Mills, returning on same route and continuing north on Fourth street to De Kalb street, then east on De Kalb street, over the Schuylkill river, through Norristown to Brown street, to Powell, west on Powell to Swede street, west on Swede street to Airy street, south on Airy street to De Kalb street, west on De Kalb, recrossing the river to car house.

Conshohocken Division—Connecting with Main street division at borough line of Norristown and extending east along the ridge pike to Harmonville, then south to Conshohocken and through Conshohocken to the west borough line.

Main Street Division—Leaving car house at Stanbridge street, extending south to Main street, with branch line from Stanbridge street, through Marshall and Astor streets to Main, from there west along Main street to borough line, along river pike to Jeffersonville, returning over same route easterly to east borough line of Norristown.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets, excursion,	0 15
Tickets in packages of six sold for	0 25
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Stocks and bonds of other companies,	$235,298 92	Capital stock,	$250,000 00
Plant,	45,483 65	Bills payable,	22,449 56
Cash,	1,923 81	Sundry accounts,	3,669 00
Open account,	40 68	Surplus,	6,628 50
Total,	$282,747 06	Total,	$282,747 06

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Oliver Hopkinson, President,	Philadelphia.
Lewis S. Renshaw, Secretary, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. Hicks Conrad,	Philadelphia.
Joseph Hopkinson,	do.
Samuel W. Woodhouse,	do.
Edward Hopkinson,	do.
Lewis Elkin,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at 1001 Chestnut street, Philadelphia.
For information relating to this report, address secretary.
What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 16, 1866.

On December 29, 1866, a lease was executed to the Philadelphia and Gray's Ferry Passenger Railway Company for the term of ninety-nine years, and on January 1, 1891, the Philadelphia and Gray's Ferry Passenger railway was leased to the Philadelphia Traction Company for the term of nine hundred and ninety-nine years.

By a provision in the original lease the stockholders of this company have the right to convert their stock into the stock of the Philadelphia and Gray's Ferry Passenger Railway Company at the rate of five shares for one, consequently all of the said stock has been converted into stock of the Philadelphia and Gray's Ferry Pasenger Railway Company, except one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Road and equipment,	$47,463 54	Capital stock,	$50,000 00
Balance of cash paid over to the Philadelphia, and Gray's Ferry Passenger Railway Company at time of lease,	2,536 46		
Total,	$50,000 00	Total,	$50,000 00

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1894, twenty-five cents per share (one-half per cent.); January, 1895, twenty-five cents per share (one-half per cent.)

The above dividends were paid direct to stockholders by the Philadelphia and Gray's Ferry Passenger Railway Company, in accordance with the terms of the lease.

SCRANTON PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
P. S. Page, President	Scranton.
C. M. Clark, Vice President	Philadelphia.
Horace E. Hand, Secretary, Treasurer	Scranton.

DIRECTORS.

NAMES.	RESIDENCES.
Isaac L. Post	Scranton.
P. S. Page	Scranton.
Timothy Burke	Scranton.
Horace E. Hand	Scranton.
J. R. Beetem	Scranton.
C. M. Clark	Philadelphia.
C. Ford Stevens	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: The Scranton Traction Company.
General offices of the company at Scranton, Pa.
For information relating to this report, address Horace E. Hand, Scranton.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued May 9, 1883. Letters patent issued May 20, 1889.

Leased to People's Street Railway Company of Luzerne county, rental being guarantee of bonds.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cost of road, real estate, &c.,	$150,000 00	Capital stock	$50,000 00
		First mortgage bonds	100,000 00
Total,	$150,000 00	Total,	$150,000 00

SCRANTON SUBURBAN RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
P. S. Page, President,	Scranton, Pa.
J. Alton Davis, Vice President,	do.
Horace E. Hand, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
P. S. Page,	Scranton, Pa.
J. Alton Davis,	Scranton, Pa.
R. T. McCabe,	New York, N. Y.
Horace E. Hand,	Scranton, Pa.
F. L. Phillips,	Scranton, Pa.
W. A. Page,	Scranton, Pa.
Thos. H. Thomas,	New York.

Date of annual meeting for the election of directors: Second Monday of January.
By whom is the road operated: Scranton Traction Company.
With what other companies consolidated: Nay Aug Cross Town Railway Company.
Date of consolidation: May 21, 1889.
General offices of the company at Scranton.
For information relating to this report, address Horace E. Hand, secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued 21st May, 1886. Letters patent re-issued 20th May, 1889.

This was the first road constructed east of Mississippi river built to use electricity, and the first in the United States to use electricity for lighting its cars.

Leased December, 1890, to People's Street Railway Company, which was leased to Scranton Traction Company November, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: See "Scranton Traction Company's report."

SCRANTON AND CARBONDALE TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. A. Fletcher, President,	Philadelphia.
Geo. L. Mitchell, Secretary,	do.
J. H. Noblit, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. A. Fletcher,	Philadelphia.
J. H. Noblit,	Philadelphia.
Jno. A. Brill,	Philadelphia.
Wm. Walker,	Mayfield, Lack. co., Pa.
S. D. Pettit,	Scranton, Pa.

Date of annual meeting for election of directors: First Wednesday in November.

What road, or roads, are leased to and operated by your company: Blakely and Dickson Traction Street Railway Company.

General offices of the company at 1131 Chestnut street, Philadelphia.

For information relating to this report, address P. S. Bickmore, 511 Bullitt building, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized March, 1893, to acquire, lease and operate railway lines in Pennsylvania. It now owns all the capital stock of and leases the Blakely and Dickson Traction Street Railway Company, and leases it. The company's line is operated under contract by the Scranton Traction Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

THE SCRANTON TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John P. Ilsley, President,	Bullitt Building, Philadelphia.
Clarence M. Clark, Vice President,	Bullitt Building, Philadelphia.
C. Ford Stevens, Secretary, Treasurer,	Bullitt Building, Philadelphia.
J. R. Beetem, Acting General Manager,	Scranton, Pa.
Robert F. Fox, General Superintendent,	Scranton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
John P. Ilsley,	Bullitt Building, Philadelphia.
Clarence M. Clark,	Bullitt Building, Philadelphia.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia.
C. Ford Stephens,	Bullitt Building, Philadelphia.
Chas. A. Pearson, Jr.,	Bullitt Building, Philadelphia.
Timothy Burke,	Scranton, Pa.
J. R. Beetem,	Scranton, Pa.

Date of annual meeting for election of directors: First Wednesday in November.

By whom is the road operated: The Scranton Traction Company.

Date of consolidation: Roads operated by the Scranton Traction Company: Scranton and Pittston Traction Company, Scranton and Carbondale Traction Company.

What road, or roads, are leased by your company: The People's Street Railway Company of Luzerne County, the Scranton Passenger Railway Company, the Scranton Suburban Railway Company, Valley Passenger Railway Company.

General offices of the company at Scranton, Pa.; Philadelphia office: Bullitt building.

For information relating to this report, address C. Ford Stevens, Bullitt building, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity by the trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized under the law of Pennsylvania, approved March 22, 1887, entitled "An act to provide for the incorporation and regulation of motor power companies, etc.," and was incorporated October 20, 1892.

The company was formed for the purpose of controlling by lease or otherwise, passenger railways in this State, principally in the city of Scranton and vicinity.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Delaware, Lackawanna and Western railroad depot along Lackawanna, Jefferson, Madison and Quincy avenues, Bank and Pine streets and Maple street in Dunmore; from Lackawanna, Wyoming, Penn, Carbon, Mulberry and North Main avenue to city line; from Lackawanna to Green Ridge, along Wyoming, Penn, Capouse, Sanderson and Green Ridge streets.

To Hyde Park: Along West Lackawanna avenue, Robinson street, Ninth street and Jackson street, South Main avenue, Swetland, Eynon, Washburn and North Main avenue.

To Bellevue: Along West Lackawanna avenue and Seventh street, Railroad avenue, Fourth street, Elm street and South Washington avenue.

To South Scranton: Along Lackawanna, Cedar and Pittston avenues.

To Green Ridge: Along Franklin, Spruce, Adams, Gibson, Maple, Mulberry, Washington, Green Ridge, Sanderson and East Market, North Washington, Marion and Electric avenues.

To Nay Aug falls: Franklin, Spruce, Adams, Linden and Jefferson, Mulberry, Prescott, Vine, Wheeler and Olive streets; at city line on North Main avenue with Scranton and Carbondale Traction Company; at Eynon street and South Main avenue with Scranton and Pittston Traction Company; at city line on South Side and Cedar avenue with Scranton and Pittston Traction Company.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Plant, property and franchise. . . .	$3,132,913 88	Capital stock, ...	$2,000,000 00
Bonds in treasury Scranton Traction Company first mortgage 6s, .	74,000 00	Mortgage bonds, ...	1,000,000 00
		Bills payable, ...	278,911 93
Bonds in treasury Valley Passenger Railway Company, first mortgage 6s, ...	186,000 00	Open accounts, ...	166,612 14
Cash, ...	10,851 84		
Open accounts, ...	22,581 73		
Profit and loss account, ...	19,176 62		
Total.	$3,445,524 07	Total, ...	$3,445,524 07

SECOND AVENUE TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James D. Callery, President, ...	Highland avenue, Pittsburgh.
John C. Reilly, Vice President, ...	Oakland, Pittsburgh.
William K. Keech, Secretary, ...	Centre avenue, E. E., Pittsburgh.
John W. Taylor, Treasurer, ...	Evaline street, E. E., Pittsburgh.
William J. Burns, General Manager, ...	Seventh Avenue Hotel, Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
James D. Callery,	Highland avenue, Pittsburgh.
William V. Callery,	Highland avenue, Pittsburgh.
William J. Burns,	Seventh Avenue Hotel, Pittsburgh.
William H. Keech,	Centre avenue, E. E., Pittsburgh.
George C. Wilson,	Rebecca street, E. E., Pittsburgh.
John C. Reilly,	Oakland, Pittsburgh.
John W. Taylor,	Evaline street, E. E., Pittsburgh.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: The Second Avenue Traction Company.

General offices of the company at Glenwood, Twenty-third ward, Pittsburgh, Pa.

For information relating to this report, address John W. Taylor, treasurer, 548 Smithfield street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter April 27, 1893.

On the first day of December, 1894, all the property and franchises of Second Avenue Traction Company passed into the possession and control of the Second Avenue Traction Company, and since that date the road has been operated by the latter company.

All the stock of Second Avenue Traction Company having been purchased by the traction company.

RATE OF FARE FOR PASSENGERS.

Single fare, Pittsburgh to Glenwood, five cents; Glenwood to Braddock, five cents.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Stocks,	$900,000 00	Capital stock,	$900,000 00
Franchise, construction and equipment,	526,824 42	Bonds, funded debt,	500,000 00
Real estate and buildings,	67,712 57	Special fund,	93,168 13
Accounts receivable,	539 25	Surplus fund,	29,887 61
Cash on hand,	27,979 50		
Total,	$1,523,055 74	Total,	$1,523 055 74

SECOND AVENUE TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James D. Callery, President,	Highland avenue, Pittsburgh.
I. H. Callahan, Secretary,	Twenty-third ward, Pittsburgh.
John W. Taylor, Treasurer,	Evaline street, E. E., Pittsburgh.
William J. Burns, General Manager,	Seventh Avenue Hotel, Pittsburgh.
Jno. Murphy, General Superintendent,	Glenwood, Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
James D. Callery.	Highland avenue, Pittsburgh.
William J. Burns.	Seventh Avenue Hotel, Pittsburgh.
William H. Keech,	Centre avenue, E. E., Pittsburgh.
John C. Reilly,	Oakland, Pittsburgh.
Alexander Brown,	Baltimore, Md.
W. G. Bowdoin.	Baltimore, Md.
Patrie Calhoun.	Atlanta, Ga.

Date of annual meeting for election of directors: Third Tuesday July.

By whom is the road operated: The Second Avenue Traction Company.

General offices of the company at Glenwood, Twenty-third ward, Pittsburgh, Pa.

For information relating to this report, address John W. Taylor, treasurer, 548 Smithfield street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter November 14, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the Exposition building, corner of Water street and Duquesne Way, thence along Duquesne Way to Fourth street, thence along Fourth street to Fourth avenue, thence along Fourth avenue to Grant street, thence along Grant street to Third avenue, thence along Third avenue to Ferry street, thence along Ferry street to Fourth avenue, along Market street from Third avenue to Fourth avenue, along Grant street from Third avenue to Second avenue, thence along Second avenue to city line, thence along Braddock turnpike to borough of Rankin, thence along Braddock avenue in the borough of Rankin, and Braddock to Braddock township, along the Braddock turnpike to borough of Turtle Creek, thence returning by the same route to place of beginning.

Also beginning at a point on Second avenue, at Glenwood, in the city of Pittsburgh, along and over the Glenwood highway bridge to township road in Baldwin township, thence over said township roads in Baldwin and Mifflin townships to borough of Homestead, thence along Eighth avenue in the borough of Homestead, to city farm line.

Also beginning at the township road in Baldwin township, thence through Baldwin township over township road to Mifflin township, thence through Mifflin township by township or State road to Dravosburg, thence along St. Clair street to McKeesport, over the Youghiogheny bridge to Third avenue in the city of McKeesport, thence along Third avenue to Market street, thence along Market street to Fifth avenue, thence along Fifth avenue to the city line, with branches beginning at Fifth avenue and Evans avenue, thence along Evans avenue to city line.

Also beginning at Walnut and Third avenue, thence along Third avenue to Twelfth avenue.

Also on Market street from Fifth avenue to Twelfth avenue, along Fifth avenue from Market street to Water street, together with a branch beginning at Glenwood highway bridge, thence through the townships of Baldwin and Lower St. Clair, by township road to Pittsburgh city line.

Also from Second avenue, along Greenfield avenue, to Hazlewood avenue, to Calvary cemetery.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Stocks and bonds,	$6,951,000 00	Capital stock,	$5,000,000 00
Construction and equipment,	32,343 53	Funded debt,	1,951,000 00
Accounts,	602 42	Surplus,	34,434 74
Cash on hand,	1,488 79		
Total,	$6,985,434 74	Total,	$6,985,434 74

SECOND AND THIRD STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Horace T. Potts,	5344 Ross street, Germantown, Phila.
Chas. D. Marlack, Secretary, Treasurer,	708½ North Eighth st., Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
Alexander M. Fox,	Philadelphia.
Alexander L. Crawford,	do.
James A. Freeman,	do.
William Dulles,	do.
James McManus,	do.
William G. Fox,	do.
John H. Catherwood,	do.
John Lamon,	do.
John Rose,	do.
Henry Bumm,	do.
Alfred Smith,	do.
Jno. L. Clawson,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated: The Electric Traction Company of Philadelphia.
General offices of the company at 2653 Frankford avenue, Philadelphia.
For information relating to this report, address Charles D. Marlack, 2653 Frankford avenue.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

April 10, 1858.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$1,030,613 46	Capital stock,	$771,076 25
Real estate,	7,799 26	Earnings, appropriation to construction,	259,537 22
Ledger balances,	4,641 28	Unpaid dividends,	576 38
Cash,	48,283 30	Profit and loss,	60,147 46
otal,	$1,091,337 31	Total,	$1,091,337 31

SEVENTEENTH AND NINETEENTH STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Clay Kemble, President,	Philadelphia.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Samuel Daniels,	Philadelphia.
G. W. Elkins,	do.
G. D. Widener,	do.
J. B. Altemus,	do.
W. L. Elkins, Jr.,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Philadelphia Traction Company.
With what other companies consolidated: Continental Passenger Railway.
General offices of the company at Forty-first and Haverford streets.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted April 12, 1859.
Leased to the Continental Passenger Railway Company for ninety-nine years from July 1, 1879.
Operated by Philadelphia Traction Company under lease of the Union and Continental Passenger Railway Companies.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Real estate,	$109,283 34	Capital stock,	$250,000 00
Construction,	162,024 66	Bonds,	100,000 00
Equipment,	39,928 50		
Open accounts,	38,763 50		
Total,	$350,000 00	Total,	$350 000 00

SHAMOKIN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
R. S. Aucker, President,	Shamokin, Pa.
J. J. John, Secretary,	do.
Martin Markle, Treasurer,	do.
D. S. Kennedy, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
R. S. Aucker,	Shamokin, Pa.
H. Rohreimer,	do.
George Marshall,	do.
John Schabo,	do.
John Clifford,	do.
H. S. Zimmerman,	do.
E. G. Seiler,	do.
Dan'l Eisenhart,	do.
H. Rothschild,	do.
J. J. John,	do.
Martin Markle,	do.

By whom is the road operated: Shamokin Street Railway Company.
General offices of the company at Shamokin, Penn'a.
For information relating to this report, address general office.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Shamokin Street Railway Company was chartered July 24, 1889, for a term of 99 years, with a capital stock of $12,000. On September 4, 1889, the stockholders passed a resolution increasing the capital to $30,000. This sum being found insufficient for the work contemplated, the stockholders at another meeting held on November 23, 1891, had the capital further increased to $50,000, and again at a meeting held May 2, 1892, there was a further increase to $80,000, of which $53,250 has been subscribed and paid for. On July 27, 1892, the stockholders authorized a mortgage of $30,000 upon the plant and franchises of the company, and the whole amount of bonds have been issued.

On July 11, 1891, the road was opened to the public and has been running successfully since that date.

At a meeting of the stockholders held August 10, 1891, a resolution was passed authorizing the directors to purchase 88 shares of the stock of the Shamokin Electric Light and Power Company, which was accordingly done. These 88 shares represent the controlling interest in the Shamokin Electric Light and Power Company.

On November 14, 1891, the Shamokin Street Railway Company entered into an agreement with the Shamokin Electric Light and Power Company to furnish them electric current for light and power for a period of twenty years, at a stipulated rental. Dynamos and additional engines were then placed in the power house to meet this new demand.

During October, 1891, the railway was extended to Second and Walnut streets, and in the spring of 1893 the tracks were again extended to little over a mile to a park west of Shamokin, branching off at the intersection of Second and Water streets, in the borough of Shamokin, and running through said Water street to Cliff street, in the town plat of West Shamokin, and thence through Arch street to the park, and in the spring of 1894 the route was again changed from the intersection of Arch and Ash streets, running thence through Ash, Laurel and Chestnut streets to the park.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at power house on corner of Pine and Pearl streets, thence west over Pine street to Shamokin street, north over Shamokin street to Independence street, west over Independence to Market, south over Market to Spruce street, west over Spruce to Second street, north over Second to Water street, thence west over Water street to Cliff street, west over Cliff to Arch street, over Arch to Ash, over Ash to Alley, over Alley to Laurel street, and over Laurel to Chestnut street, and again west over Chestnut to west side of "West Shamokin," thence by direct route to the park, which is the western terminus of the road.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00
Tickets in (school) packages of fifty sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, railway plant,	$90,612 19	Capital stock outstanding.	$53,400 00
Construction, park,	4,121 07	Funded debt.	30,000 00
Stock,	4,400 00	Unfunded debt,	6,160 00
		Supplies.	702 51
		Surplus invested in construction,	8,870 75
Total,	$99,133 26	Total.	$99,133 26

SHAMOKIN AND MT. CARMEL ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
E. C. Hamilton, President,	Shamokin, Pa.
H. R. Snavely, Secretary,	Lancaster Junc., Pa.
C. Smith, Treasurer,	Shamokin, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
E. C. Hamilton.	
John G. Reist,	
C. L. Nissley,	
D. Rebstock,	
Robert Barr,	
Joseph Green,	
Charles Gentner,	
——— McCormick.	

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Shamokin and Mt. Carmel Electric Railway Company.
General offices of the company at Shamokin, Penn'a.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted October 18, 1892.
Company organized at once.
Commenced work of construction November 1, 1893.
Road opened for traffic over part of route November 16, 1894.
Opened through to Centralia April 10, 1895.
Road not yet fully completed. Work yet to be done is from Uniontown to Sunbury street, Shamokin, all extensions and branches except Centralia.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: That part now in operation extends from Sixth and Sunbury streets, in Shamokin borough, along Sunbury to Shamokin street, Shamokin street to Commerce street, to Mt. Carmel street, thence township road to Loysville, through Green Ridge to Third street in Mt. Carmel borough, along Third street to Oak, Oak to Fifth, Fifth to borough line, public road in Mt. Carmel township and Cunningham township (Columbia county), to Centralia borough, thence along Centre street to terminus and return.
Balance of road not yet completed.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Excursion tickets,	10 & 15 cts.
Tickets in packages of twenty-four, regular, in general use,	1 00
Tickets in packages of thirty, miners and laborers,	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Road equipment and franchises,	$660,000 00	Capital stock,	$220,000 00
Material on hand,	1,500 00	Funded debt (6 per cent. bond),	440,000 00
Office fixtures, etc.,	350 00	Bills payable,	10,517 67
Cash balance,	4,362 55		
Cash deficit,	4,305 12		
Total,	$670,517 67	Total,	$670,517 67

SOUTH SIDE PASSENGER RAILWAY COMPANY, PITTSBURGH, PA.

OFFICERS.

NAMES.	RESIDENCES.
Harry Moore, President,	Pittsburg.
A. S. Petrie, Secretary, Treasurer,	Ingram, Pa.
Frank McCoy, General Superintendent.	Pittsburg.

DIRECTORS.

NAMES.	RESIDENCES.
Harry Moore,	Pittsburg.
A. C. Wettengel,	Pittsburg.
H. J. Lotz,	Allegheny.
W. R. Ford,	Pittsburg.
Jno. C. Fisher,	Pittsburg.
Jacob Hook,	Allegheny.
A. S. Petrie,	Ingram, Pa.

Date of annual meeting for the election of directors: First Monday in May.
By whom is the road operated: Pittsburgh and Birmingham Traction Company.
General offices of the company at Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized June 1, 1874.
Recorded with State Secretary at Harrisburg June 19, 1874.
Operated by the Pittsburgh and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at corner Carson and Thirtieth streets, along Thirtieth street to Sarah street, along Sarah street to Tenth street, along Tenth street to and over the Birmingham bridge to Second avenue, along Second avenue to Grant street, along Grant street to Third avenue, along Third avenue to Market street, along Market street to Fourth avenue, along Fourth avenue to Grant street, along Grant street to Second avenue, thence to point of beginning by route first described.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Real estate,	$15,000 00	Capital stock,	$40,550 00
Construction and equipment,	81,851 13	Bond and mortgage,	19,000 00
		Profit and loss,	37,301 13
Total,	$96,851 13	Total,	$96,851 13

SOUTH SIDE PASSENGER RAILWAY COMPANY, WILLIAMSPORT, PA.

OFFICERS.

NAMES.	RESIDENCES.
Fletcher Coleman, President,	Williamsport, Pa.
James B. Krause, Secretary, Treasurer,	do.
Ernest H. Davis, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. Henry Cochran,	Williamsport, Pa.
Eugene R. Payne,	do.
James B. Krause,	do.
Henry C. McCormick,	do.

Date of annual meeting for the election of directors: January 8th.
By whom is the road operated: Vallamon Traction Company.
With what other companies consolidated: Vallamont Traction Company.
General offices of the company at Williamsport, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The South Side Passenger Railway Company was incorporated March 31, 1892, with capital of $15,000, since duly increased.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the north end of the county bridge over the west branch of the Susquehanna river at Market street, in the city of Williamsport, thence by the said bridge southwardly over and across the same, and through Market street in the borough of South Williamsport to Southern avenue, thence westwardly through to Southern avenue and Junction street, to Maynard street (extended) in said borough, thence northwardly on Maynard street over and across the county bridge crossing said river at Maynard street to the north end of said last named bridge.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 05
Tickets in packages of twenty-five sold for	1 00

STROUDSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
F. H. Smith, President,	Stroudsburg, Pa.
Wm. Gunsaulis, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. C. Adams,	Delaware, N. J.
Frank H. Smith,	Stroudsburg, Pa.
W. S. Shafer,	Stroudsburg, Pa.
I. S. Case,	Lobyhanna Mills, Pa.
John I. Miller,	Portland, Pa.

By whom is the road operated: Stroudsburg Passenger Company.
General offices of the company at Stroudsburg, Pa.
For information relating to this report, address Stroudsburg Passenger Company.
What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized in 1870 with a charter that gave the company the privilege of running by horse power, steam or gravity.

It was run by horse power to April, 1892, when the stock and equipments of the old company were purchased by F. H. Smith, George C. Adams, I. S. Case, W. S. Shafer and others. A new company was formed under the present management. The road was rebuilt entirely new and steam used as propelling power.

It was at first capitalized to the amount of $25,600.

In 1892 the capital was increased $25,600, making a total of $51,200.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at fair grounds west of Stroudsburg, thence through Main street, of Stroudsburg, and East Stroudsburg.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$36,954 00	Stock paid in	$46,400 00
Equipment	9,450 00	Debts due individuals	742 55
Iron	103 00	Balance	2,147 59
Ore	30 00		
Cash and accounts	2,753 11		
Total	$49,290 11	Total	$49,290 11

SUNBURY AND NORTHUMBERLAND ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Daniel Coolidge, President	Johnstown, Pa.
S. P. Wolverton, Secretary, Treasurer	Sunbury, Pa.
C. M. Clement, General Manager	Sunbury, Pa.
Martin Withington, General Superintendent	Northumberland, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Daniel Coolidge	Johnstown, Pa.
S. P. Wolverton	Sunbury, Pa.
C. M. Clement	Sunbury, Pa.
W. T. Forsyth	Northumberland, Pa.
H. L. Cake	Northumberland, Pa.
W. E. Boughton	Philadelphia.
W. A. Donaldson	Johnstown, Pa.

Date of annual meeting for election of directors: First Monday in May.

By whom is the road operated: The Sunbury and Northumberland Electric Passenger Railway Company.

General offices of the company at Sunbury, Penn'a.

For information relating to this report, address S. P. Wolverton, Sunbury, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Sunbury and Northumberland Street Railway Company was incorporated 24th January, 1885. Accepted provisions of "street railway act" of 1889, May 20, 1889. Road was then constructed at a cost of $120,000. Track being Johnson girder rail and line operated by two wire trolley. December 1, 1891, horses were substituted for electricity. May 28, 1892, the purchase of the rights and franchises of the company at a judicial sale, organized a new corporation under the present name. The road was thereupon equipped with Westinghouse apparatus and reopened September 1, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Second and Pine streets in Sunbury, Pa., on Second street to Line street, running around Market square park, on Line street to Railroad avenue, on Railroad avenue to Julia street, on Julia street to Susquehanna avenue, on Susquehanna avenue to the river road at the borough line, on the river road to and across the north branch of the Susquehanna river and Packer's island to Market street, in the borough of Northumberland, on Market street to Water street, on Water street to Queen street, on Queen street to Front street, thence returning by same route to place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Equipment,	$155,126 87	Capital stock,	$125,000 00
Cash,	114 76	Unfunded debt,	50,136 91
Loss in operation,	1,374 16		
Prio deficit,	18,521 12		
Total,	$175,136 91	Total,	$175,136 91

TARENTUM TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES
B. F. Rafferty, President,	Pittsburgh, Pa.
C. G. Hussey, Vice President,	Allegheny, Pa.
J. B. Crawford, Secretary,	Tarentum, Pa.
F. R. Dravo, Treasurer,	Pittsburgh, Pa.
J. B. Crawford, Superintendent,	Tarentum, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
B. F. Rafferty,	Pittsburgh.
C. G. Hussey,	Allegheny, Pa.
O. P. Curran, Jr.,	Pittsburgh.
Julian Kennedy,	Pittsburgh.
J. B. Crawford,	Tarentum, Pa.
F. R. Dravo,	Pittsburgh.

Date of annual meeting for the election of directors: Second Tuesday in January.
By whom is the road operated: The Tarentum Traction Passenger Railway Company.
General offices of the company at Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter issued May 20, 1890.
Construction of road commenced in 1893. Completed and opened for business August 11, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: In Harrison township; start at Federal street, Natrona, along Federal street to Allegheny river, thence along public road to Mile Lock lane, thence along Mile Lock lane to Brackenridge avenue, to Cherry street, thence along Cherry street to Brackenridge avenue, thence along Brackenridge avenue to Gains street, thence along Gains street to Kennedy street, thence along Kennedy street to Ferry street, thence along Ferry street to West Pennsylvania railroad tracks, along Mill street, commencing near West Pennsylvania railroad tracks to Negley avenue, to borough line in Tarentum, along public road to Creighton.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment,	$106,426 70	Capital stock,	$50,000 00
Franchises and right of way,	4,875 00	Bills payable,	53,830 00
B. F. Rafferty, Trustee,	5,200 00	Cash advanced by stockholders,	4,375 91
Fidelity Glass Company stock,	150 00	Unpaid book accounts,	8,280 84
Ban Brothers,	5 00	Profit and loss, credit balance,	687 20
Cash on hand,	517 25		
Total,	$117,173 95	Total,	$117,173 95

TAMAQUA AND POTTSVILLE ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. H. Barritt, President.	Wayne, Pa.
John F. Finney, Secretary.	Pottsville, Pa.
W. A. Barritt, Jr., Treasurer,	St. Davids, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
W. A. Barritt, Jr.,	St. Davids, Pa.
James Goodwin.	Wayne, Pa.
C. R. King.	Philadelphia.
F. H. Treat.	Philadelphia.

Date of annual meeting for the election of directors: January 14, 1895.
By whom is the road operated: Schuylkill Electric Railway Company.
General offices of the company at Philadelphia.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters of association April 6, 1892.
Letters of patents granted April 5, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at terminus of Schuylkill Electric Railway Company tracks on Pike street, Pt. Carbon borough, running north on Market street to borough line, thence on township road in East Norwegian to borough of St. Clair, starting on line northerly on Mill street to Patterson, west on Patterson to Second, northerly on Second to terminus, with a branch intersecting main line at Mill Creek, through Mill Creek avenue, East Norwegian and Norwegian township to borough line, Pottsville, connecting with Schuylkill Electric railway tracks.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$144,000 00	Capital stock,	$84,000 00
		Bonded debt,	60,000 00
Total,	$144,000 00	Total,	$144,000 00

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
B. S. Kunkel, President,	Philadelphia.
J. P. Richardson, Secretary. Treasurer.	Moorestown, N. J.

DIRECTORS.

NAMES.	RESIDENCES.
R. Cresswell,	Philadelphia.
A. W. Hall,	do.
W. R. Warner,	do.
J. C. Bingham,	do.
Travis Cochran,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Philadelphia Traction Company.
With what other companies consolidated: Navy Yard, Broad Street and Fairmount railway.
General offices of the company at 325 Chestnut street, Philadelphia.
What kind of power is used for propelling the cars on your road: Electric.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Thirteenth and Fifteenth Streets Branch—Depot Fifteenth and Cumberland streets. On Fifteenth from Cumberland to Jackson, to Thirteenth, to Cumberland, to place of starting.

Germantown Branch—Depot Fifteenth and Cumberland streets. On Fifteenth to Glenwood avenue, to Broad, to Erie avenue, to Pulaski avenue, to Wayne avenue, to Washington lane, return on Wayne avenue, to Pulaski avenue, to Erie avenue, to Fifteenth, to Indiana avenue to Broad street, to Glenwood avenue, to Fifteenth, to Locust, to Thirteenth, to Cumberland, to Fifteenth street depot.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment, Philadelphia Traction Co., lessees,	$739,435 54	Capital stock,	$334,527 44
Real estate,	169,708 63	Mortgage bonds,	100,000 00
Fairmount Park railway,	10,546 63	Mortgage,	400 000 00
Park avenue and Carlisle street railway,	92 50	Mortgage on real estate,	90,000 00
Tioga and Venango streets railway,	92 50	Accounts payable,	1,400 00
Bills receivable,	14,000 00	Expense accounts,	653 14
Accounts receivable,	13,762 97	Profit and loss,	22,186 80
Cash,	1,130 61		
Total,	$948,769 38	Total,	$948,769 38

TROY HILL INCLINED PLANE AND BRIDGE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James D. Callery, President,	Pittsburgh.
C. S. Wight, Secretary,	Edgewood Park, Pa.
William V. Callery, Treasurer,	Pittsburgh.
C. D. Callery, General Superintendent,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
James D. Callery,	Pittsburgh.
Thomas S. Bigelow,	Pittsburgh.
A. C. Dravo,	Pittsburgh.
John D. Scully,	Pittsburgh.
C. S. Wight,	Edgewood Park, Pa.
James W. Grove,	Allegheny City, Pa.
George B. Hill,	Allegheny City, Pa.

Date of annual meeting for election of directors: First Monday in April.

By whom is the road operated: Troy Hill Inclined Plane and Bridge Company.

With what other companies consolidated: Troy Hill Incline Plane Company and Thirtieth Street Bridge Company.

Date of consolidation: July 1, 1888.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address William V. Calleny, 448 Liberty avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated April 30, 1887, as the Troy Hill Incline Plane Company, under the act of 1874, and on July 1, 1888, purchased the Thirtieth Street Bridge Company, which company was then constructing a highway bridge across the Allegheny river, and changed the title to the Troy Hill Inclined Plane and Bridge Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Bridge crosses Allegheny river from Thirtieth street, Pittsburgh, to Bridge street, Herr's island, Allegheny City.

Inclined Plane is located on the slope of Troy Hill, Allegheny City, Pa., and extends from East Ohio street to Lowry street, in said city.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 03
Tickets, monthly,	0 75
Tickets in packages of fifty sold for	1 00
Bridge toll, foot passengers,	0 02

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Troy Hill Incline Plane,	$97,135 91	Capital stock,	$200,000 00
Thirtieth street bridge,	198,602 36	Bonds,	100,000 00
Real estate,	8,909 00	Mortgage on real estate,	5,000 00
Cash on hand,	3,616 09	Profit and loss,	3,263 36
Total,	$308,263 36	Total,	$308,263 36

TWENTY-SECOND STREET AND ALLEGHENY AVENUE RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Thomas Dolan, President,	Philadelphia.
D. W. Dickson, Secretary. Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
P. A. B. Widener,	Philadelphia.
W. L. Elkins,	do.
George R. Yarrow,	do.
D. H. Lane,	do.
J. B. Altemus,	do.
John B. Peddle,	do.

Date of annual meeting for the election of directors: Second Monday in January of each year.

By whom is the company operated: Philadelphia Traction Company.

General offices of the company at Forty-first and Haverford streets.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 28, 1890.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash,	$3,139 03	Capital stock,	$250,000 00
Construction,	292,639 33	Accounts,	50,000 00
Profit and loss,	4,221 64		
Total,	$300,000 00	Total,	$300,000 00

34–8–05

UNION RAILWAY COMPANY, PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
P. A. B. Widener, President,	Philadelphia.
W. L. Elkins, Vice President,	do.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Jas. McManes,	Philadelphia.
Thos. Dolan,	do.
Henry Burnim,	do.
W. L. Stokley,	do.
Geo. D. Widener,	do.

Date of annual meeting for the election of directors: Second Monday in January of each year.

By whom is the company operated: Philadelphia Traction Company.

With what other companies consolidated: Continental Railway Company, Seventeenth and Nineteenth Streets Railway Company, Philadelphia Traction Company.

Date of consolidation: June 30, 1894.

General offices of the company at Forty-first and Haverford streets.

What kind of power is used for propelling the cars on your road: Electricity and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter April 8, 1864.

This company leased the Continental railway for 99 years from January 1, 1880, and was leased to the Philadelphia Traction Company for 999 years from June 30, 1884.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$4,241,901 35	Capital stock,	$925,000 00
Equipment,	475,606 22	Bonds,	750,000 00
Real estate,	467 870 15	Profit and loss,	656,503 11
Stocks,	798 00	Open accounts,	2,907,839 26
Open accounts,	53,166 65		
Total,	$5,239,342 37	Total,	$5,239,342 37

UNION RAILWAY COMPANY OF CHESTER.

OFFICERS.

NAMES.	RESIDENCES.
George B. Lindsay, President.	Chester, Pa.
H. F. Walter, Secretary, Treasurer, Auditor,	do.
John MacFayden, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
George B. Lindsay	Chester, Pa.
B. F. Black	do.
Robert Wetherill	do.
Richard Wetherill	do.
William Appleby	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Chester Traction Company.

With what other companies consolidated: Lessee of Chester Street Railway Company, Chester and Media Electric Railway Company and Chester, Darby and Philadelphia Railway Company, which together with this company are now operated by the Chester Traction Company.

Date of consolidation: Leased to the Union Passenger Railway Company as follows: December 31, 1890, Chester, Darby and Philadelphia; Chester Street Railway Company April 3, 1893; Chester and Media December 7, 1893. Operating agreement with Chester Traction Company dated April 27, 1894.

General offices of the company at Chester, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Union Railway Company, Chester, Pa., was incorporated May 18, 1890, under the act of May 14, 1889. It has a capital stock of $100,000.

On December 31, 1890, it leased the Chester Street Railway Company.

On April 3, 1893, it leased the Chester and Media Electric Railway Company.

On December 7, 1893, it leased the Chester, Darby and Philadelphia Railway Company.

On April 27, 1893, it entered into an operating agreement with the Chester Traction Company, which has since been operating all of the above roads.

UNIONTOWN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Samuel E. Ewing, President	Uniontown, Pa.
Robert E. Umbel, Secretary	do.
M. H. Bowman, Treasurer	do.
George A. McCormick, General Manager	do.
R. A. Smith, General Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
Samuel E. Ewing	Uniontown, Pa.
Albert D. Boyd	do.
George D. McCormick	do.
R. Porter Craig	do.
Jno. K. Ewing, Jr.	do.

Date of annual meeting for the election of directors: Second Monday in January of each year.

By whom is the road operated: By the Uniontown Street Railway Company.

General offices of the company at the power house, on Main street, Uniontown, Pa.

For information relating to this report, address Robert E. Umbel, secretary of company.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was organized in August, 1890, and the council of the borough of Uniontown requested to grant the privilege to use the streets of the town, which they did by ordinance passed Augst 14, 1890. An application was then made for a charter, which was granted on the 29th day of August, 1890. Articles were entered into on the 5th day of November, 1890, with the Edison General Electric Company for the electrical construction and equipment of the road, including the power and three cars of the Brill pattern. Also a contract was signed and entered into at the same time with A. E. Townsend for the track construction. The road was completed and a successful run made over it on the 6th day of May, 1891. The cars began to run regularly on the 9th day of May, 1891, and continued to run until the 11th day of January, 1892, when the power house and car barn, with all their contents, were destroyed by fire. We immediately began to rebuild the plant and had it in operation again May 1, 1892, since which time it has been running continuously.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on the west end of Main street, near the corner of Oak Grove cemetery, and running thence along Main street to Stewart avenue, east of town, thence southwardly along Steward avenue to Fayette street, thence eastwardly along Fayette street to Grant street, thence southwesterly along Grant street to the borough line, thence along a county road, the extension of said Grant street, to a point in South Union township, near the line of the F. M. & P. R. R track. With a branch beginning at a point on Main street, where it intersects Connellsville street, and running thence northwardly along said Connellsville street to the borough line, thence by the Connellsville road, being an extension of said street into the township of North Union, to Mountain View park, thence through said park to a point on Cool Spring road, near Stewart Iron Company's works in North Union township.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25
Tickets in packages of twenty-five sold for	1 00
Forty school tickets for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$38,000 00	Capital stock,	$50,000 00
Equipment	60,000 00	Funded debt,	27,000 09
Supplies on hand,	2,000 00	Unfunded debt,	24,380 00
Liabilities over assets,	1,380 00		
Total,	$101,380 00	Total,	$101,380 00

VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Jno. P. Ilsley, President	Bullitt Building, Philadelphia.
C. Ford Stevens, Secretary. Treasurer	

DIRECTORS.

NAMES.	RESIDENCES.
Jno. P. Ilsley,	Scranton, Pa.
Geo. M. Halstead,	Scranton, Pa.
C. M. Clark,	Bullitt Building, Philadelphia.
C. Ford Stevens,	Bullitt Building, Philadelphia.
M. W. Collins,	Scranton, Pa.

By whom is the road operated: The Scranton Traction Company.
General offices of the company at Scranton, Pa.
For information relating to this report, address C. Ford Stevens, Bullitt building, Philadelphia.
What kind of power is used for propelling the cars on your road: Electricity, trolley.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized under the provisions of the act of May 14, 1889, entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth."

Leased May 24, 1893, to the Scranton Traction Company for ninety-nine years, in consideration of payment by the Scranton Traction Company of a rental of three thousand dollars per mile per annum.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Railway construction,	$393,928 28	Capital stock,	$220 000 00
Cash,	12,071 72	First mortgage bonds,	186,000 00
Total,	$406,000 00	Total,	$406,000 00

VALLEY STREET RAILWAY COMPANY OF MERCER COUNTY.

OFFICERS.

NAMES.	RESIDENCES.
A. M. Jolly, President,	Beaver Falls.
A. R. Leyda, Secretary,	Beaver Falls.
A. McDowell, Treasurer,	Sharon.
F. D. Runser, General Superintendent,	Beaver Falls.

DIRECTORS.

NAMES.	RESIDENCES.
A. R. Leyda,	Beaver Falls.
F. G. Barker,	New Brighton.
J. C. Whitla,	Beaver Falls.
J. P. Stone,	Beaver Falls.
G. F. Kennedy,	New Brighton.
A. McDowell,	Sharon.

Date of annual meeting for the election of directors: Second Thursday in May.
By whom is the road operated: Valley Street Railway Company.
General offices of the company at Sharon.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

March 4, 1895. F. G. Barker, G. F. Kennedy and J. C. White purchased the road and equipment of the Shenango Valley street railway at sheriff's sale.

March 30, 1895, the Valley street railway was organized.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Irvine avenue to State street, to Sharpsville street, to Sharon borough line, thence by Sharon and Sharpsville highway through North Hickory township to property of Shenango Valley Improvement Company, over their property to borough line of Sharpsville, thence by Ridge avenue to Seventh street, to Main, to James, to Mercer avenue, to Sharpsville terminus.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$225,000 00	Capital stock,	$150,000 00
		Bonds,	75,000 00
Total.	$225,000 00	Total,	$225,000 00

VALLAMONT TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. Henry Cochran, President,	Williamsport, Pa.
James B. Krause, Secretary,	do.
Eugene R. Payne, Treasurer,	do.
Earnest H. Davis, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
E. B. Westfall,	Williamsport, Pa.
Eugene R. Payne,	do.
Henry C. McCormick,	do.
James B. Krause,	do.
Elias Deemer,	do.
J. Henry Cochran,	do.

Date of annual meeting for election of directors: January 8, 1894.

By whom is the road operated: Vallamont Traction Company.

With what other companies consolidated: The Vallamont Traction Company was formed by an agreement of merger consolidating the Vallamont Passenger Railway Company, the Junction Passenger Railway Company, the Centre and West End Passenger Railway Company and the Citizens' Passenger Railway Company.

What road, or roads, are leased to and operated by your company: Pending an agreement of merger, the South Side Passenger Railway Company.

General offices of the company at Williamsport, Pa.

What kind of power is used for propelling the cars on your road: Electric

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Vallamont Traction Company was organized by an agreement of merger dated May 15, 1894, between the Vallamont Passenger Railway Company, the Junction Passenger Railway Company, the Centre and West End Passenger railway and the Citizens' Passenger Railway Company as the same remains on file in the office of the Secretary of the Commonwealth.

Separate reports for the merger companies to June 30, 1894, have been made and remain on file.

On July 2, 1894, the several merger companies, by resolution of their respective boards of directors, accepted the provisions of the Constitution of 1874 of the Commonwealth of Pennsylvania, the certificate of such acceptance having been filed with the Secretary of the Commonwealth.

Present report includes from June 30, 1894, to June 30, 1895.

The Vallamont Traction Company operated by mutual consent, pending an agreement of merger, the South Side Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Vallamont Traction Company's lines: Beginning at Third and Pine streets, south on Pine to Front street, east on Front to Market street, north on Market street to Glenwood avenue, to Cherry street, to Belmont avenue, to Woodmont avenue, to Glenwood avenue, to Campbell street, to Park avenue, to Hepburn street, to Sixth street, to Market street, returning on Market street south to Front street, on Front street to Pine and north on Pine street to place of beginning.

South Side Passenger Railway Company's lines: Beginning at Front and Market streets, south on Market street, across the Susquehanna river bridge to Southern avenue in South Williamsport, west on Southern avenue and Junction street to South end of Maynard street bridge, returning by same route to Front and Market streets, the place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment,	$252,844 87	Capital stock, including South Side Railway Co.,	$126,700 00
Accounts due,	984 30	Bonds payable,	125,000 00
Cash,	2,737 78	Bills payable,	1,000 00
		Accounts due,	2,293 15
		Profit and loss,	1,573 80
Total,	$256,566 95	Total,	$256,566 95

VERSAILLES TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. C. Soles, President,	McKeesport Pa.
Jas. Evans, Vice President,	do.
D. H. Rhodes, Secretary,	do.
A. B. Campbell, Treasurer,	do.
W. C. Soles, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
W. C. Soles,	McKeesport, Pa.
Jas. Evans,	do.
A. B. Campbell,	do.
J. W. Bailie,	do.
S. M. Bowman,	do.

Date of annual meeting for the election of directors: January 15.
By whom is the road operated: Versailles Traction Company.
General offices of the company at McKeesport, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized August 27, 1892, for the purpose of furnishing rapid transit in the township of Versailles. Charter granted September 2, 1892.

The construction of the road was commenced in the fall of 1892, but was delayed by severe winter weather. Work was resumed in May, 1893, and one mile completed from McKeesport through the village of Christy Park. The road has since been extended through Versailles township into the borough of Versailles, a distance of four miles in all.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning in McKeesport, at south line of Fifth avenue, on Locust street, along Locust street to Christy Park borough, thence by private right of way 2,500 feet to Stockdale avenue, or township road, through said borough to line of Versailles township, thence through said township on township road to Versailles borough, thence through Versailles borough to a point near Boston bridge spanning Youghiogheny river.

Also beginning at the south line of the city of McKeesport, at the head of Walnut street, along the township road to Penney avenue in the borough of Christy Park.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash,	$10,905 35	Bills payable,	$52,949 30
Equipment,	14,795 15	Mortgages payable,	2,700 00
Real estate,	3,604 50	Stock paid in,	9,000 00
Right of way,	2,042 71		
Car barn,	789 23		
Construction,	31,079 38		
Park,	133 64		
W. C. Soles,	187 50		
J. W. Bailie,	187 50		
Deficit,	924 34		
Total,	$64,649 30	Total,	$64,649 30

IMPORTANT CHANGES DURING THE YEAR.

Extended from Christy Park to Fifth avenue, in the city of McKeesport, one mile.

Extended from a point in Versailles township to a point in Versailles borough, one and one-half miles.

WALNUT STREET CONNECTING RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. L. Elkins, President,	Philadelphia.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
D. A. Lane,	Philadelphia.
Thos. Dolan,	do.
I. W. Kemble,	do.
Geo. D. Widener,	do.
J. B. Peddle,	do.
Jas. McManes,	do.

Date of annual meeting for the election of directors: Second Monday in January of each year.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at Forty-first and Haverford streets.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 8, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Double track railway commencing at Twenty-second and Walnut streets, thence on Walnut street westwardly to Thirty-third street. Connecting side track at each end.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash,	$821 55	Capital stock,	$5,000 00
Construction,	11,678 45	Open accounts,	7,500 00
Total,	$12,500 00	Total,	$12,500 00

WARREN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
T. B. Clawson, President,	Warren, Pa.
James Roy, Secretary,	do.
D. H. Siggins, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
D. H. Siggins,	Warren, Pa.
W. R. Lavery,	do.
John Hepburn,	do.
James Roy	do.

By whom is the road operated: Warren Street Railway Company.
General offices of the company at Warren, Pa.
For information relating to this report, address D. H. Siggins, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted March 14, 1889. Provisions of act of May 14, 1889, accepted and new charter issued March 25, 1890.

Commenced constructing road in April, 1892.

By July 1, 1893, the track had been laid on Water street, in Warren borough, from P. & E. depot to Glade or East Warren, and in Glade township to Carver street; also on Laurel street in Warren borough, between Water and High streets, and thence along High street to the old D., A., V. & P. depot, a distance of about two miles.

The first cars commenced running July 1, 1893, and have been in continuous operation since.

Since July 1, 1893, and prior to June 30, 1894, the road was extended along High street to the P. & E. R. R. depot, making a loop at the western end of the road.

During June, 1894, the road was extended along Main street in Glade, a distance of 3,200 feet.

During August, 1894, the road was extended along Main street in Glade to Allegheny hotel, a distance of 3,600 feet.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From P. & E. depot easterly along Water street, in Warren borough, and Main street in Glade and East Warren, to Allegheny hotel, Glade township.

On Liberty street from Water to Third, on Laurel street to High street, along High street to P. & E. R. R. park, across the park to Water street, forming a loop.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-four sold for	1 00
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction.	$21,502 05	Capital stock,	$25,000 00
Equipment,	11,175 00	Fundeded debt,	15,000 00
Car house and fixtures,	1,266 58	Accounts,	756 10
Accounts.	749 76		
Casb,	135 16		
Profit and loss,	5,927 55		
Total,	$40,756 10	Total,	$40,756 10

WASHINGTON ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
H. E. Townsend, President,	Pittsburg.
Arthur Kennedy, Treasurer,	Allegheny.
DeWitt Delworth, Auditor,	Allegheny.
F. J. Torrance, General Manager,	Allegheny.

DIRECTORS.

NAMES.	RESIDENCES.
F. J. Torrance.	Allegheny.
T. B. Hutchinson,	Pittsburg.
Arthur Kennedy,	Allegheny.
A. E. Townsend,	Pittsburg.

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at Washington, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On Lev. Fa. issued upon the mortgage to No. 17, May term, 1894, in the court of common pleas, Washington county, all the property, right, title, interest and franchises was sold April 3, 1894, at public sale to John W. Vister, which sale was confirmed by the court May 15, 1894.

On June 18, 1894, the purchaser and those interested with him, met for reorganization of this company At said meeting the original name of the company was retained, the capital stock was fixed at $60,000, and was issued to the persons for and on whose behalf said property, franchises and rights were purchased in payment of their respective interests in the same.

On January 8, 1895, the entire stock of the company having been transferred to other persons (including that held by the president and directors elected after the reorganization) a meeting of the company was called and held on May 1, 1895, at which time the resignations of the president and directors were received and accepted.

A. E. Townsend was elected president. Francis J. Torrance, Thomas B. Hutchinson, Arthur Kennedy and A. E. Townsend were elected directors, to serve until the next annual election.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From borough line on East Malden street to Main street, from this point a branch runs down Main street past Baltimore and Ohio railroad station to Penn station at foot of Main street, up Main to Chestnut street, west on same past Pennsylvania railroad station, across borough line into borough of West Washington, thence on Pike street or West Chestnut extension to McCarrell avenue in said borough. Continuing from corner of Chestnut street, on Main street north to Highland avenue and Pitts street to borough line, thence by Locust avenue to Locust Hill addition, thence west 1,500 feet on Wilson avenue.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$44,402 93	Capital stock,	$60,000 00
Equipment,	20,930 65	Profit and loss,	5,517 34
Cash,	183 76		
Total,	$65,517 34	Total,	$65,517 34

WAVERLY, SAYRE AND ATHENS TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. N. Broadhead, President,	Jamestown, N. Y.
F. M. Stevens, Vice President,	Sayre, Pa.
A. C. Wade, Secretary,	Jamestown, N. Y.
F. K. Harris, Treasurer,	Athens, Pa.
W. E. Care, General Superintendent,	Waverly, N. Y.

DIRECTORS.

NAMES.	RESIDENCES.
A. N. Broadhead,	Jamestown, N. Y.
A. C. Wade,	Jamestown, N. Y.
S. B. Broadhead,	Jamestown, N. Y.
Wm. Christy,	Akron, O.
James Christy,	Akron, O.
F. M. Stevens,	Sayre, Pa.
M. Quigley,	Waverly, N. Y.
W. L. Watrous,	Waverly, N. Y.
F. K. Harris,	Athens, Pa.
A. C. Robertson,	Athens, Pa.

By whom is the road operated: The Waverly, Sayre and Athens Traction Company.
General offices of the company at Sayre, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter January 23, 1893.
Road constructed 1893 and 1894, and not yet completed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing on Main street, in the borough of Athens, at what is known as the White Gate, running northerly along Main street to the line of the borough of Athens, thence northerly along Keystone avenue in the borough of Sayre, to Chemung street, thence along Chemung street to Elmer avenue, thence along Elmer avenue to Packer avenue, thence along Packer avenue to Desmond street, thence along Desmond street to Lockhart street, thence along Lockhart street to Elmer avenue, thence along Elmer avenue to Foundry street, thence along Foundry street to Lehigh avenue, thence to and along Spring street to the northerly boundary of the borough of Sayre, and returning by same route.

IMPORTANT CHANGES DURING THE YEAR.

The Waverly, Sayre and Athens Electric Traction Company was incorporated in Pennsylvania January 23,1893, and about the same time the Susquehanna Valley Electric Traction Company was incorporated in New York. The roads of the two companies form one continuous line of road, crossing the line between said two states at the line between Waverly, N. Y., and Sayre, Pa.

In December, 1894, the two companies were consolidated and merged in one company, viz: The Waverly, Sayre and Athens Traction Company.

The company has been extending its road in Athens during the year and the same is not yet completed. It is also building a large steel bridge in Sayre, Pa., over seven of the Lehigh company's tracks.

The capital stock of the Waverly, Sayre and Athens Electric Traction Company was increased during the year to $150,000, and when the two companies were consolidated the capital stock of the new company was fixed at the amount of both the old, viz: $200,000. Quite an amount of additional rolling stock has been purchased during the year.

WEST CHESTER STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. M. Hayes, President,	West Chester, Pa.
W. S. Harris, Secretary,	do.
F. W. Wollerton, Treasurer,	do.
J. W. Andrews, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Wm. M. Hayes,	West Chester, Pa.
R. T. Cornwell,	West Chester, Pa.
M. H. Matlack,	West Chester, Pa.
J. Carroll Hayes,	West Chester, Pa.
A. G. McCausland,	Wilmington, Del.

Date of annual meeting for election of directors: Second Monday each year.
By whom is the road operated: West Chester Street Railway Company.
General offices of the company at West Chester, Pa.
For information relating to this report, address William M. Hayes.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered August 4, 1890.

The company was organized with a capital stock of $30,000; this was afterwards increased to $60,000, which stock has all been subscribed for and fully paid.

Authority was obtained to construct an extension from West Chester to Lenope station, a distance of four miles.

The part of the road located in West Chester was operated for the first time September 23, 1891.

The branch was built during the months of June, July, August, September, October and November, 1891, and cars commenced running November 10, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets ocupied and connections: On High street from Virginia avenue to Rosedale avenue, on Market street from Pennsylvania railroad to New street, and thence on New street to Sharpless street, connecting at Market and High streets with our High street line. From New Sharpless street to Lenope station.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Round trip over Lenope branch,	0 25
Tickets in packages of twenty-four sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Track,	$49,554 77	Capital stock,	$60,000 00
Belgin blocks,	4,130 10	Bonds,	30,000 00
Real estate,	15,201 84	Mortgage,	4,000 00
Organization expenses,	2,035 58	Bills payable,	16,400 00
Electric construction,	12,600 30	Receipts,	17,108 60
Generating plant,	3,980 89	Balance last year,	175 75
Cars,	22,654 61	Surplus,	5,910 85
Boats,	454 88		
Tools,	1,290 06		
Bridge,	8,641 54		
Miscellaneous expense,	12,269 42		
Cash,	781 21		
Total,	$133,595 20	Total,	$133,595 20

WEST PHILADELPHIA RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
P. A. B. Widener, President,	Philadelphia.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
P. A. B. Widener,	Philadelphia.
W. L. Elkins,	do.
J. E. Gillingham,	do.
G. D. Widener,	do.
Jas. McManes,	do.
Thos. Dolan,	do.
J. E. Altemus,	do.
Thos. J. Yarrow,	do.
G. W. Elkins,	do.

Date of annual meeting for the election of directors: First Tuesday in November each year.
By whom is the road operated: Philadelphia Traction Company.
What road, or roads, are leased by your company: Philadelphia City Passenger Railway Company and Philadelphia and Darby Railroad Company.
General offices of the company at northwest corner Forty-first and Haverford streets.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 14, 1857.
Leased to Philadelphia Traction Company for 999 years from January 1, 1884.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Market Street Branch—Depot Forty-first and Haverford streets. On Forty-first street to Market, to Delaware avenue, returning by same route.

Baring Street Branch—Depot Forty-fourth and Columbia avenue. From Forty-fourth street and Elm avenue east on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth, to Baring, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Baring, to Thirty-seventh, to Fairmount avenue, to Fortieth, to Ogden, to Forty-first, to Elm avenue, to Forty-fourth, place of starting.

Haddington Branch—Depot Forty-first and Haverford streets. On Haverford street to Sixty-seventh: returning on Haverford street to Sixty-fifth, to Vine, to Fifty-third, and Haverford street to the depot. Sixty-third, to Market, to Forty-first; return on Market, to Sixty-third, to Vine, to Haverford, to Forty-first, to depot.

Spruce Street Branch—Depot Forty-ninth and Woodland avenue. West on Forty-ninth to Chester avenue, to Forty-second, to Spruce, to Woodland, to Chestnut, to Front, to Walnut, to Woodland, to Forty-second, Chester avenue, to Forty-ninth, to depot.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment, ...	$1,959,844 67	Capital stock, ...	$750,000 00
Open accounts, ...	386,967 50	Open accounts, ...	514,092 79
		Bonds.	996,000 00
		Profit and loss, ...	86,719 38
Total, ...	$2,346,812 17	Total, ...	$2,346,812 17

THE WEST PITTSTON AND WYOMING STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President, ...	Wilkes-Barre, Pa.
C. Swan, Secretary, ...	do.
A. A. Sterling, Treasurer, ...	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa
W. S. Biddle,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered January 19, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the upper end of Wyoming borough in a northerly direction to the borough of West Pittston, being on the road called Wyoming avenue.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, legal and franchise,	$1,000 00	Capital stock paid in,	$1,000 00

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
H. C. Parsons, Vice President,	Williamsport, Pa.
J. F. Starr, Secretary,	do.
John Lawshe, Treasurer,	do.
E. H. Davis, Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
E. H. Davis,	Williamsport, Pa.
Henry W. White	do.
C. LaRue Munson,	do.
William Emery,	do.
Josiah R. T. Davis,	do.

Date of annual meeting for election of directors: No date fixed.

By whom is the road operated: By the owners.

General offices of the company at 760 West Fourth street, Williamsport, Pa.

For information relating to this report, address John Lawshe, treasurer, or J. F. Starr, secretary

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Williamsport Passenger Railway Company was incorporated under special act of Assembly approved 15 April, 1863 (P. L. 1864, page 1080, etc.) The corporation was duly organized in accordance with the provisions of this act, and a railway constructed in the city of Williamsport from P. & E. railroad, crossing on West Fourth street, eastwardly along said West Fourth street to Pine street, thence southwardly on Pine to West Third street, thence easterly on Third street to a point near the intersection of the P. & E. railroad. The original rails laid were the small T rail. The road was operated with limited success until 1879, when the stock changed hands and a new mangement took possession of the road and renewed the track with 38 pound, centre bearing steel rails and paving with stone the entire length of the road between the rails. In February, 1887, the company resolved to extend its tracks on West Third street, westerly from Pine to Grier street, and also on East Fourth street from Pine to Basin, with connecting tracks on Basin, Grier and Campbell streets. Materials were placed on the ground for these extension, but, before the tracks were laid, the city of Williamsport introvened by injunction, restraining the company from laying the tracks without first having obtained permission from the city authorities. This was resisted by the railway company and resulted in a decision by the supreme court of the State affirming the right of the railway company to lay its tracks and operate its road on any of the streets, lanes or alleys of the city of Williamsport, without municipal interference. (See case Williamsport Passenger Railway Company's appeal. 120 Penn'a State report, page 1, etc). The company proceeded after this decision in its favor to lay its tracks on the streets above designated, and also on West Fourth street from the P. & E. railroad crossing westerly to Lycoming creek. The rails used were 42 pound, steel centre bearing rail, and stone paving between the rails the entire length of the road. The extensions were completed by September 1, 1888, and two lines of cars have since been running as designated elsewhere in this report.

October 1, 1890, the stock of the company changed hands and came under new management; steps were taken to improve the entire road. During the summer of 1891 the old track was taken up and relaid with 60 pound Wharton, side bearing, wide tread steel rail and repaved between rails with stone, viz: from East Third street at Philadelphia and Erie railroad crossing west to Basin street, single track; from Basin on Third street west to Pine street, double track; from Third and Pine street, on Pine street to Fourth street, single track; from Pine on Fourth west to Park street, double track; from Park, west to the car house on Philadelphia and Erie railroad crossing, single track. The trolley electric system was adopted as the motor power. Cars electrically equipped were put on the road and the entire service has been electrical since September, 1891. During the year 1893 the road was extended into the old town of Newberry, or the Seventh ward of the city of Williamsport.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Fourth street line: Beginning at car house West Fourth and Grier streets, thence east on Fourth street to Basin street, south on Basin to Third street, west on Third to Pine street, north on Pine to Fourth; returning west on Fourth street, double track to 300 feet west of Park street, and from there to car house on single track.

Third street line: Beginning at car house Fourth and Grier streets, south on Grier to Third, street, east on Third to Laurel street, continuing east on Third to Basin street on double track and from Basin to Philadelphia and Erie railroad on East Third street, single track; returning by same route to car house, thence west on Fourth to Cemetery street, north on Cemetery to Erie avenue, west on Erie avenue to and across Lycoming creek to Race street, south on Race to Arch street, south on Arch to Fourth street, west on Fourth to Diamond street, south on Diamond to the southern side of Market square in Newberry, and returning by the same route to car house.

Fourth street: From Cemetery street west on Fourth street to Lycoming creek bridge, and returning on same track to Fourth and Cemetery streets, Campbell street from Third street to Fourth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

ASSETS.			LIABILITIES.	
Construction:			Capital stock,	$258,550 00
Construction proper,	$358,898 09		Bonds payable,	125,000 00
Real estate,	8,026 82		Bills payable,	25,986 86
		$366,924 91	Accounts due sundry persons,	11,799 86
Equipment,		63,116 80	Profit and loss,	18,179 66
Accounts due,		6,426 54		
Cash,		3,047 63		
Total,		$439,515 88	Total,	$439,515 88

WILKES-BARRE AND KINGSTON PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President	Wilkes-Barre, Pa.
C. J. Swan, Secretary	do.
A. A. Sterling, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham	Wilkes-Barre, Pa.
John Laning	Wilkes-Barre, Pa.
A. A. Sterling	Wilkes-Barre, Pa
J. M. Thomas	Wilkes-Barre, Pa.
W. G. Eno	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter December 10, 1859; supplement May 1, 1861.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the public square, city of Wilkes-Barre, in a southwesterly direction through Main street to city limits; also from the public square in a westerly direction to the borough of Kingston.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, Equipment, Real estate	$190.000 00	Capital stock	$100.000 00
		Funded debt	90.000 00
Total	$190.000 00	Total	$190.000 00

WILKES-BARRE AND SUBURBAN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Charles A Miner, President	Wilkes-Barre, Pa.
C. J Swan, Secretary	do.
John Graham, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
Charles A. Miner,	Wilkes-Barre, Pa.
John W. Hollenbeck,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July, 1887, and leased to the Wilkes-Barre and Wyoming Valley Traction Company July, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the public square, city of Wilkes-Barre, to the line of Plains and Jenkins township, along the river road from the line, along the middle road to and in the borough of Plains.

Also a branch from said middle road to the borough of Parsons; also from public square, city of Wilkes-Barre, out East Market street, thence on North Canal to city limits; also on Scott street from North street to Baltimore lane.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment and real estate,	$140,000 00	Capital stock,	$100,000 00
		Bonded debt,	40,000 00
Total,	$140,000 00	Total,	$140,000 00

WILKES-BARRE AND WEST SIDE RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President,	Wilkes-Barre, Pa.
P. Butler, Secretary,	do.
A. A. Sterling, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham,	Wilkes-Barre, Pa.
S. B. Vaughn,	Downcetown, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
W. G. Eno,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: Wilkes-Barre and Wyoming Traction Company.

General offices of the company at Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 26, 1887.
Leased to the Wilkes-Barre and Wyoming Traction Company May 1, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the Exeter borough line, through the boroughs of Wyoming and Forty-fort, Dorranceton, Luzerne, Kingston, Edwardsville, to the Plymouth township line.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction and equipment. . . .	$100,000 00	Capital stock.	$100,000 00

WILKES-BARRE AND WYOMING VALLEY TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
B. F. Meyers, President.	Harrisburg.
W. G. Eno, Secretary, ...	Plymouth, Pa.
John Graham, Treasurer.	Wilkes-Barre, Pa.
John Graham, General Manager.	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
B. F. Meyers.	Harrisburg.
John W. Hollenback, ...	Wilkes-Barre, Pa.
B. Reynolds, ...	Wilkes-Barre, Pa
John J. Patterson, ...	Laucaster, Pa
Patrick Russ, ...	Harrisburg.
S. P. Light, ...	Lebanon, Pa.
Robt. McMeen, ...	Mifflintown, Pa.
W. G. Eno, ...	Plymouth, Pa.
John Graham, ...	Wilkes-Barre, Pa.

Date of annual meeting for election of directors: Third Wednesday in January.
By whom is the road operated: By its officers.
What road, or roads, are leased to and operated by your company: Wilkes-Barre and Suburban Street Railway Company, Nanticoke Street Railway Company, West Pittston and Wyoming Street Railway, Plymouth Street Railway, Pittston, Moosic and Pleasant Valley Street Railway Company, Wilkes-Barre and Kingston Passenger Railway Company, Coalville Passenger Railroad Company, Wilkes-Barre and West Side Railway Company, Pittston Street Car Company, Wilkes-Barre and East Side Railway Company.
For information relating to this report, address John Graham, treasurer and general manager.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 9, 1891.
The company began to operate the road May 1, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Public square, Wilkes-Barre, to West side of Susquehanna river, thence north to West Pittston.

Public square, Wilkes-Barre, to west side of Susquehanna river, thence in a southwesterly direction to Plymouth.

Public square, Wilkes-Barre, through North Main street, thence to Plains.

Public square, Wilkes-Barre, through Market and Canal streets to Parsons.

Public square, Wilkes-Barre, through Washington and Hazle streets to Sugar Notch.

North Main and Railroad streets to west side of Susquehanna river, thence to Luzerne borough.

Public square to Market, to Canal and Scott, to the end of said street.

Public square to South Main street, thence in a southwesterly direction to Nanticoke.

Public square to Pittston, being on the east side of the Susquehanna river, and through the main street of Pittston to Pittston junction.

RATE OF FARE FOR PASSENGERS.

Single fare, five, ten and fifteen cents.

Tickets in packages of one hundred sold for $4 00

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Property account	$6,574,898 99	Capital stock	$5,000,000 00
Personal property account	215,810 00	First mortgage bonds	1,500,000 00
Cash	29,609 17	Pay rolls	8,487 10
Open accounts	287,342 63	Vouchers to sundry persons for supplies	7,355 26
		Collateral trust and mortgage bonds	68,000 00
		Open accounts	523,818 43
Total	$7,107,660 79	Total	$7,107,660 79

WISSAHICKON ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Peter P. Liebert, President	Manayunk, Phila.
W. A. Flanagan, Vice President	do.
John Flanagan, Secretary, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
James Christie	Wissahickon, Pa.
William Johnston	Wissahickon, Pa.
Peter P. Liebert	Manayunk, Pa.
Leander M. Jones	Roxborough, Pa.
John Kenworthy	Roxborough, Pa.
Ben Kenworthy	Roxborough, Pa

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated: The Wissahickon Electric Passenger Railway Company.

General offices of the company at Manayunk, Pa.

For information relating to this report, address John Flanagan, secretary and treasurer, Manayunk, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road has a State charter dated October 8, 1890.

The capital stock was one thousand (1,000) shares of fifty ($50) dollars each, subsequently increased to five thousand (5,000) shares of fifty ($50) dollars each.

This company was organized to form a rail connection between Wissahickon and Roxborough and between Manayunk and Roxborough; the main thoroughfares being via Manayunk avenue from Wissahickon to Roxborough and Leverington avenue and Wood and Levering streets, from Roxborough to Manayunk. Authority was granted by the city councils of Philadelphia to this company to construct and operate this road by ordinance, approved by the mayor, March 30, 1892. On September 30, 1893, the road was completed between Wissahickon and Roxborough, and the company started to run cars between these points. On May 24, 1893, that portion of the road running to Pennsylvania railroad station was so far completed as to permit the running of the cars. On August 3, 1893, the line leading to the Philadelphia and Reading railroad station, Manayunk via Wood and Levering streets, was constructed and cars started to run.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The route at present is as follows: Sumac street and the Philadelphia and Reading railroad, east to Manayunk avenue, thence to Lyceum avenue, thence to Mitchell street, thence to Leverington avenue, thence to Ridge avenue, thence west on Leverington avenue to Wood street, thence to Levering street, thence to Cresson street, in and from junction of Wood street and Leverington avenue, west on Leverington avenue to Chestnut street, to Centre street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$104,367 31	Received from stockholders,	$118,650 00
Equipment,	38,819 45	Unfunded debt,	29,000 00
Material on hand,	1,423 43	Accounts due,	13,008 31
Bills receivable,	3,088 53		
Accounts due company,	9,429 47		
Profit and loss,	3,530 12		
Total,	$160,658 31	Total,	$160,658 31

YORK STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. H. Lanius, President,	York, Pa.
D. K. Trimmer, Vice President,	do.
Geo. S. Schmidt, Secretary,	do.
Chas. H. Mayer, Treasurer,	do.
J. H. Melling, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
D. K. Trimmer,	York, Pa.
Grier Hersh,	do.
George P. Smyser,	do.
W. F. Bay Stewart,	do.
Logan A. Marshall,	do.
Silas H. Forey,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated: The York Street Railway Company.
General offices of the company at Rupp building, Room 4, York, Pa.
For information relating to this report, address Charles H. Mayer, treasurer.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter February 8, 1886.

During the summer of 1886 one and one-half miles of road were constructed in the western part of the city of York, and put in operation September 30, of that year.

In 1887 one mile of track was constructed in the western part of the city, making a loop of the ends constructed in 1886. There was also one-half mile constructed in the eastern portion of the city and operation commenced August 11, 1887. In 1888 one mile of track was constructed in the southern part of the city and operated from July 4, 1888. In 1890 one mile of track was constructed from West Market street over Richland avenue to Highland park. In the fall of 1890 about one-half mile of track was constructed on North George street from Centre square to the city limits on the North, and on North street from North George to Duke street, in order to reach the passenger station of the Northern Central and Pennsylvania railroads, and operated October 20, 1890. In 1892 an extension of one-half mile was made eastward on Market street through Freystown. In 1892 the motive power was changed from horse to electric and new and heavier (seventy pound) rail was laid on the principal streets.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Market street from Albemarle street, in Freystown on the east, to Richland avenue on the west, continuing north on Richland avenue on the west, to Linden avenue, thence on Linden avenue northeast to West York avenue, thence on West York avenue southeast to junction of Philadelphia and Penn streets, thence south on Penn street to Market street.

On George street extended, from a point on the York and Baltimore turnpike near toll gate No. 1, on the south, to city limits at Codorus creek, on the north, thence across Codorus creek on York and Twinpool turnpike, to northern boundary of Mayersville, on North street from George to Duke street, south on Richland avenue and West Princess street, extended to Highland park, through Park along Codorus creek back to junction of tracks at West Princess street and Richland avenue, from junction at Market street south on Queen street to Cottage Place, west on Cottage Place, connecting West South George street line on Penn street, south from Market to Princess, west on Princess to Richland avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$159,967 92	Capital stock,	$165,300 00
Equipment,	82,730 97	Bills payable,	110,000 00
Supplies,	1,148 19	Unpaid orders,	476 52
Real estate,	29,492 21	Profit and loss,	2,019 56
Cash,	4,456 79		
Total,	$277,796 08	Total,	$277,796 08

IMPORTANT CHANGES DURING THE YEAR.

Tracks were laid on West Princess street, extended through Highland to the terminus of the old park line along the Codorus creek, forming a loop, making about seven-eighth of a mile of new track.

REPORTS OF

CANAL AND NAVIGATION COMPANIES.

DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
Calvin Pardee, President	Philadelphia.
C. A. Ross, Secretary. Treasurer.	do.

General offices at 226 South Third street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
Calvin Pardee	Philadelphia.
J. W. Woolston,	do.
E. W. Clark,	do.
F. R. Cope,	do.
E. Roberts, Jr.,	do.
T. McKean,	do.
S. Shepherd,	do.
C. F. Howell,	do.
Edward Lewis,	do.

Date of annual meeting for election of directors: First Tuesday in February.

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding: 32,667 shares, ... $1,633,350 00

Rate and date of all cash dividends on stock of original and consolidated companies: Four per cent. per annum paid on August 15, 1894, on 2,158 shares; no dividend at this date paid on 30,509 shares (same not being entitled to dividend), paid on February 15, 1895, on 2,158 shares; no dividend at this date paid on 30,509 shares (same not being entitled to dividend).

DELAWARE AND HUDSON CANAL COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
R. M. Olyphant, President	New York City.
James Rosevelt, Vice President	Hyde Park, N. Y.
H. G. Young, Second Vice President	Albany, N. Y.
F. M. Olyphant, Secretary,	New York City.
C. A. Walker, Treasurer,	New York City.
L. O. Rose, Superintendent,	Honesdale Pa.

General offices at New York city, 21 Courtland street.

DIRECTORS.

NAMES.	RESIDENCES.
James Rosevelt,	Hyde Park, N. Y.
Robert M. Olyphant,	New York City.
Wm. H. Tillinghast,	New York City.
Alfred Van Santvoord,	New York City.
James A. Roosevelt,	New York City.
Alexander E. Orr,	Brooklyn, N. Y.
Cornelius Vanderbilt,	New York City.
Chauncey M. Depew,	New York City.
Benjamin Brewster,	New York City.
James W. Alexander,	New York City.
John A. Stewart,	New York City.
James R. Taylor,	Brooklyn, N. Y.
Horace G. Young,	Albany, N. Y.

Date of annual meeting for election of directors: Second Tuesday in May.

STOCKS AND DIVIDENDS.

Amount of stock outstanding, ... $35,000,000 00

Rate and date of all cash dividends of stock of original and consolidated companies: 1894, September 15th, dividend, one and three-fourth per cent.; 1894, December 15th, dividend one and three-fourth per cent.; 1895, March 15th, dividend one and three-fourth per cent.; 1895, June 15th, dividend one and three-fourth per cent. Total, seven per cent.

LEHIGH COAL AND NAVIGATION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. Pardee, President,	Philadelphia.
S. Shepherd, Secretary, Treasurer.	do.

General office at 226 South Third street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
Jos. S. Harris,	Philadelphia.
E. W. Clark,	Philadelphia.
F. R. Cope,	Philadelphia.
Charles Parrish,	Wilkes-Barre.
J. M. Wilcox,	Philadelphia.
Edward Lewis,	Philadelphia.
Samuel Dickson,	Philadelphia.
Abram S. Hewitt,	New York.
Thomas McKean,	Philadelphia.
E. S. Buckley,	Philadelphia.
Charlemagne Tower, Jr.,	Philadelphia.

Date of annual meeting for election of directors: Fourth Tuesday in February.

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding: 287,333 shares, amounting to $14,366,650 00

Rate and date of all cash dividends on stock of original and consolidated companies:

November, 1894, two per cent.,	$286,933 00
May, 1895, two per cent.,	286,933 00

MONONGAHELA NAVIGATION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Max. K Moorhead, President,	Pittsburgh; Office, 8 Wood street.
Wm. Bakewell, Secretary, Treasurer,	Pittsburgh; Office. No. 110 Diamond street.
Thomas P. Roberts, Chief Engineer,	Pittsburgh
William P. Wood, Cargo Inspector,	Pittsburgh.
Thomas McGowan, Superintendent of Repairs,	Lock No. 4, Washington county, Pa.

General offices at No. 8, Wood street, Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
Joseph Albree,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh.
Felix R. Brunot,	Allegheny, Pa.
Allan C. Bakewell,	New York, N. Y.
James J. Donnell,	Allegheny, Pa.
George B. Logan,	Allegheny, Pa.
James B. Murdock, M. D.,	Pittsburgh.
A. E. W. Painter,	Allegheny, Pa.
John H. Ricketson,	Allegheny, Pa.
George Shiras, 3d,	Allegheny, Pa.

Date of annual meeting for election of directors: Second Thursday of January.

STOCKS AND DIVIDENDS.

Amount of common stock now outstanding, June 29, 1895, 33,637 shares at par value of $50 each, ... $1,681,850 00

Rate and date of all cash dividends on stock of original companies:

July, 1894, dividend of five per cent. on $1,681,150,	$84,057 50
January, 1894, dividend of three per cent. on $1,681,550,	84,077 50

PENNSYLVANIA CANAL COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
I. J. Wistar, President,	Philadelphia.
Geo. H. Ross, Secretary,	Philadelphia.
A. Haviland, Treasurer,	Philadelphia.
T. T. Wierman, Jr., Chief Engineer,	Harrisburg, Pa.
F. J. Deemer, Superintendent of Equipment,	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Isaac J. Wistar	Philadelphia.
Geo. B Roberts	do.
A. J. Cassatt	do.
Wm. J. Howard	do.
Alexander Biddle	do.
Wm. H. Barnes	do.
Simon Gratz	do.
John P. Green	do.
Samuel Rea	do.
Amos R. Little	do.
N. Parker Shortridge	do.
Henry D. Welsh	do.

Date of annual meeting for election of directors: Second Tuesday in February.

SCHUYLKILL NAVIGATION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
P. C. Hollis, President	
Howard T. Naisby, Secretary	
Richard Tull, Treasurer	

General office at Reading Terminal, Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
C. K. Klink	Philadelphia.
Roswell Weston	do.
R. M. Obertauffer	do.
John R. McLennon	do.
Wm. J. Hurst	do.
J. M. Landis	do.

Date of annual meeting for election of directors: Second Tuesday in February.

SCHUYLKILL NAVIGATION COMPANY—THE PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

NAMES.	RESIDENCES.
Joseph S. Harris, President	Philadelphia.
W. R. Taylor, Secretary	do.
W. A. Church, Treasurer	do.
I. A. Sweigard, General Superintendent	do.
E. F. Smith, General Division Superintendent	do.

SUSQUEHANNA CANAL COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Hon. S. P. Wolverton, President.	Sunbury, Pa.
Robert D. Brown, Treasurer,	Baltimore, Md.
G. F. Smith, General Superintendent.	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
Enoch Pratt,	Baltimore, Md.
Osmun Latrobe,	Baltimore, Md.
Jas. Sloan, Jr.,	Baltimore, Md.
Gilmor Meredith,	Baltimore, Md.
Robert A. Dobbin,	Howard county, Md.
Robert D. Brown,	Howard county, Md
W. C. Brown,	Philadelphia.
James M. Landis,	Philadelphia.
Charles Heebner,	Philadelphia.
W. W. Lynn,	Philadelphia.
R. C. Felters,	Philadelphia.
E. F. Smith,	Philadelphia.

Date of annual meeting for election of directors: Second Monday in May.

REPORTS OF

Telegraph and Telephone Companies.

AMERICAN DISTRICT TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President.	New York.
Thos. M. Etting, Vice President,	Philadelphia.
M. Richards Muckle, Secretary,	Philadelphia.
George J. Jewill, General Manager	Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of annual meeting for election of directors: Third Monday in May of each year.
By whom owned. Stockholders.
By whom operated: Stockholders.
The general offices of the company are located at No. 113 South Broad street, Philadelphia.
Address correspondence relating to this report to No. 113 South Broad street, Philadelphia.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates as published by those lines. Local messages charged at rate of 20 cents per word.

SUMMARY OF PAYMENTS.

For construction of new lines,	$2,524 31
Dividends,	20,000 00
Miscellaneous,	83,800 86
Taxes,	1,649 70
Surplus fund,	15,492 71
Total,	$123,467 58

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
License and patent right account,	$316,612 00	Capital stock,	$100,000 00
Watch clock patent right account,	1,751 25	Balance due to corporations and Individuals.	7,404 65
Charter and incorporating account,	250 00	Loss and gain,	33,121 32
General construction.	53,490 72		
Equipment,	14,949 25		
Supplies,	2,974 14		
Accounts receivable.	16,765 62		
Cash,	8,189 08		
Real estate,	11,568 91		
Quarter stock A. D. T. Co., donated,	4,650 00		
Investment,	9,325 00		
Total,	$440,525 97	Total,	$440,525 97

AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
Edward J. Hall, President.	Morris, N. J.
Melville Egleston, Secretary,	Elizabeth, N. J.
Samuel B. Huey, Treasurer,	Philadelphia.
F. W. Griffin,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
Edward J. Hall,	Morris, N. J.
Melville Egleston,	Elizabeth. N. J.
Samuel B. Huey,	Philadelphia.
Josiah R. Adams,	Philadelphia.
F. W. Griffin,	Philadelphia.

Date of annual meeting of directors: First Friday of February.

By whom owned: American Telegraph and Telephone Company of Pennsylvania.

By whom operated: American Telegraph and Telephone Company.

The general offices of the company are located at No. 114 South Fourth street, Philadelphia.

Address correspondence relating to this report to Samuel B. Huey, treasurer, Drexel building, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The certificate of incorporation of the American Telegraph and Telephone Company of Pennsylvania was approved by the Governor of Pennsylvania January 13, 1885.

The company was organized thereunder in Philadelphia, Pa., February 19, 1885, and J. R. Adams was elected president; S. B. Huey, secretary, and J. E. Kingsley, treasurer.

It has constructed the following lines, viz: One from Philadelphia to West Nottingham (State line); one from Newtown square to Easton; one from Monterey to Choconut; one from Easton to Temple, one from Temple to Harrisburg; one from North East to Erie; one from Erie to New Castle; one from Altoona to Hazleton; one from Pittsburgh to Donegal; one from Harrisburg to Pittsburgh; one from Pittsburgh to Mahoning; one from Erie to Springfield.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under to four hundred miles and under five hundred miles about one cent per mile for ten words.

Amount of charge per month for use of telephone, from $5.00 to $8.33.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$1,738,031 16	Capital stock,	$250,000 00
Equipment,	30,699 53	Unfunded debt,	1,530,573 44
Real estate,	9,714 65		
Organization, expenses, etc.,	2,128 10		
Total,	$1,780,553 44	Total,	$1,780,573 44

ARMSTRONG TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
T. M. Elder, President.	Dayton, Pa.
Alexander Stewart, Vice President,	do.
B. S. Pontius, Secretary,	do.
S. W. Marshall, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
G. S. Morrow,	Dayton, Pa.
M. L. McIntyre,	Dayton, Pa.
C. W. Ellenberger,	Dayton, Pa.
A. K. Goodhart,	Dayton, Pa.
William Gallagher,	Bryan, Pa.

Date of annual meeting for election of directors: The second Monday of January.
By whom owned: Armstrong Telephone Company.
By whom operated: Armstrong Telephone Company.
The general offices of the company are located at Dayton, Pa.
Address correspondence relating to this report to B. S. Pontius, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Armstrong Telephone Company was the result of a meeting of citizens of Dayton and vicinity called for consultation. The enterprise was largely aided through the columns of the Dayton News, the local paper of the place.

By personal effort the stock was raised—capital $3,000 at $25 per share. Of these shares 97 have been sold.

A charter was obtained April 11, 1893, contracts were given and the line completed by July, 1893, since when the line has been in successful operation.

The points connected are Dayton with Kittanning, Pa., a line of about 23 miles, with intervening stations at Echo, Bryan and Rural Valley. The points are all of but small proportions, except Kittanning, and the line is considered more as a personal convenience than as any source of profit.

Five Bell telephones are in use at a rental of $30 each per annum, but in January, 1895, these were returned and five other phones were purchased and are now the property of the company.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words for one hundred miles or under (any message), 25 cents.

SUMMARY OF PAYMENTS.

For taxes,	$6 00

ATLANTIC AND OHIO TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Thos. T. Eckert, President,	New York City.
John Van Horne, Vice President,	do.
R. H. Rochester, Secretary. Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Thos. T. Eckert,	New York City.
Charles A. Tinker,	New York City.
J. B. Van Every,	New York City.
R. H. Rochester,	New York City.
John Van Horne,	New York City.
James Merrihew,	New York City.
Wm. B. Gill,	Philadelphia.
Henry Bentley,	Philadelphia.
George Merrihew,	Philadelphia.

Date of annual meeting for election of directors: Third Tuesday of July.
By whom owned: Atlantic and Ohio Telegraph Company.
By whom operated: Western Union Telegraph Company, lessée.
With what other companies consolidated: Pennsylvania Telegraph Company.
Date of consolidation: July, 1862.
The general offices of the company are located at Philadelphia.
Address correspondence relating to this report to Brown & Wells, counsellors at law, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Atlantic and Ohio Telegraph Company was formed to operate a line of telegraph erected by Henry O'Reilly, from Philadelphia to Pittsburgh.

The company was organized in Philadelphia on July 3 and 4, 1848, and was incorporated under the laws of the State of Pennsylvania on March 24, 1849.

All its property was leased April 15, 1864, to the Western Union Telegraph Company for a term of ten years, and thereafter until six months' notice shall be given by either party.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately but messages are sent over its lines by the lessee at the tariff rate reported by it.

STOCKS AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None since its lease to the Western Union Telegraph Company April 15, 1864, whether any prior thereto is not known to its present officers.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Since April 15, 1864, ten per cent. per annum, quarterly upon outstanding stock (not belonging to the Western Union Telegraph Company) amounting on the 30th of June, 1894, to ($6,500) sixty-five hundred dollars.

BALTIMORE AND OHIO TELEGRAPH COMPANY OF PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
A. Lowden Snowden, President,	Philadelphia.
W. T. Westbrook, Secretary and Treasurer,	Philadelphia.
Chas. Selver, General Manager,	Baltimore, Md.

DIRECTORS.

NAMES.	RESIDENCES.
A. Lowden Snowden,	Philadelphia.
W. T Westbrook,	Philadelphia.
L S. Filbert.	Philadelphia.
Chas. A. Porter.	Philadelphia.
Jno. K. Cowen,	Baltimore, Md.

Date of annual meeting for election of directors: Second Wednesday in May.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The present officers of the company do not know anything of the early history of the company.

THE BELL TELEPHONE COMPANY OF PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES
John E. Hudson, President,	Boston.
Samuel B. Huey, Secretary,	Philadelphia.
A. A. Zeigler, Treasurer,	Philadelphia.
Samuel M. Plush, General Manager,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
Thomas D. Eckert,	New York, N. Y.
Thomas E. Cornish,	Philadelphia.
Joel J. Bailey,	Philadelphia.
James E. Mitchell,	Philadelphia.
H. S. Huidekoper,	Philadelphia.
John E. Hudson,	Boston, Mass.
C. J. French,	Boston, Mass.
Thomas Sherwin,	Boston, Mass.
Francis B Reeves,	Philadelphia.
Joseph E. Gillingham,	Philadelphia.
J. King Goodrich,	Pittsburgh.
Edward J. Hall,	New York, N. Y

Date of annual meeting for election of directors: Third Tuesday in February.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$809,860 27	Capital stock,	$702,434 00
Real estate,	150,741 61	Reserve for unearned rentals,	14,869 31
Material,	27,789 63	Surplus,	401,433 46
Accounts receivable,	64,954 48		
Cash,	65,390 78		
Total,	$1,118,736 77	Total,	$1,118,736 77

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES
D. Leet Wilson, President,	Pittsburgh.
Henry Metzger, Vice President,	do.
Jno. G. Stoakes, Secretary,	do.
E. E. Hamilton, Treasurer,	do.
W. Bampfield, General Manager,	do.
W. D. Paynter, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES
D. Leet Wilson	Pittsburgh.
Henry Metzger	Pittsburgh.
George I. Whitney	Pittsburgh.
John L. George	Pittsburgh.
J. K. Goodrich	Pittsburgh.
C. J. French	Boston, Mass.
H. S. Huldekoper	Philadelphia.
James Merrihew	New York city.
Chas. A. Tinker	New York city.

Date of annual meeting for election of directors: Second Thursday in February.

By whom owned: The Central District and Printing Telegraph Company.

By whom operated: The Central District and Printing Telegraph Company.

The general offices of the company are located at Pittsburgh, Pa.

Address correspondence relating to this report to The Ceneral District and Printing Telegraph Company, corner Seventh avenue and Montour Way, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Central District and Printing Telegraph Company was originally incorporated in the state of New York on April 14, 1874, under the provisions of an act, entitled "An act to provide for the incorporation and regulation of telegraph companies," passed April 12, 1848, and of the acts additional thereto and amendatory thereof, for the purpose of owning, constructing, using and maintaining a line or lines of electric telegraph, etc.

The route of line as defined in its articles of incorporation was as follows, viz: From Jamestown, Chautauqua county, New York, to Mansfield, Ohio, thence to Wheeling, West Virginia, thence to Pittsburgh, Pa.

The company was engaged for a time in the business of building electric telegraph lines in the city of Pittsburgh, Pa., and vicinity, and leasing them to private firms and individuals at an annual rental. This company in most cases owning and maintaining lines and the firms or individuals leasing them and operating them. The "Morse" telegraph instruments on these lines were in a majority of cases superceded by "Gray's Automatic Printing Telegraph Instruments," and these in turn were superceded by telephones. On August 10, 1881, the Central District and Printing Telegraph Company became a corporation under the laws of the State of Pennsylvania by accepting the provisions of the law enacted on June 9, 1881, "authorizing foreign corporations to become corporations in the State of Pennsylvania and prescribing the method of their doing so" for the purpose of carrying on the business of constructing, owning, leasing and operating telegraph and telephone lines, buying, selling and dealing in electrical apparatus and supplies, etc., with the principal office located in Pittsburgh, Pa. The corporation under the laws of the state of New York was then dissolved and its charter renounced and annulled.

The principal business of the company since its incorporation in the State of Pennsylvania has been and is at present that of furnishing telephone service to its subscribers and leasing telephone and telegraph lines to private parties; it is also engaged in the district messenger business in the cities of Pittsburgh and Allegheny.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Franchises	$150,000 00	Capital stock	$1,089,000 00
Construction and equipment	1,086,567 15	Reserve	146,324 81
Supplies	57,916 85	Bills payable	129,500 00
Real estate	401,014 79	Accounts payable	38,292 87
Accounts receivable	335,946 83	Cash overdraft	9,166 94
		Surplus	619,161 00
Total	$2,031,445 62	Total	$2,031,445 62

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
R. M. Bailey, President	Williamsport, Pa.
Richard O'Brien, Vice President	Scranton, Pa.
J. E. Wilkinson, Secretary, Treasurer	Williamsport, Pa.
R. M. Bailey, General Manager	Williamsport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
R. M. Bailey	Williamsport, Pa.
S. S. Blair	Tyrone, Pa.
J. H. Boyer	Williamsport, Pa.
James V. Brown	Williamsport, Pa.
Addison Candor	Williamsport, Pa.
Charles E. Chittenden	Scranton, Pa.
William Emery	Williamsport, Pa.
C. J. French	Boston, Mass.
John A. Gamble	Williamsport, Pa.
H. S. Huidekoper	Philadelphia.
C. LaRue Munson	Williamsport, Pa.
Richard O'Brien	Scranton, Pa.
Henry W. White	Williamsport, Pa.
R. J. C. Walker	Philadelphia.
J. E. Wilkinson	Williamsport, Pa.

Date of annual meeting for election of directors: Fourth Tuesday in January.

The general offices of the company are located at 760 West Fourth street, Williamsport, Pa.

Address correspondence relating to this report to company at their general office as above.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The organization of the company was effected on the 24th of September, 1880. Telephone lines had been previously established by private parties in Williamsport, Philipsburg, Bellefonte, Altoona, Milton and Shamokin. The charteared limits of the company include the counties of Centre, Clinton, Clearfield, Cameron, Columbia, Blair, Huntingdon, Juniata, Montour, Mifflin, Snyder, Sullivan, Northumberland, Union and Lycoming, and such other territory as might be thereafter acquired. In January, 1884, the company acquired the property and rights of the North Pennsylvania Telephone Company, comprising the counties of Luzerne, Lackawanna and Wyoming. In January, 1888, the county of Elk was acquired from the Central District and Printing Telegraph Company of Pittsburgh. This company now has telephone exchanges established and in operation in all the principle cities and towns in the territory covered by its charter and the district has been fully occupied and ample telephone communication furnished to the public. The entire district has its various centres or telephone exchanges connected with each other by wire as well as lines connecting the territory of the Pennsylvania Telephone Company via Mt. Carmel and via Hazleton.

In May, 1890, the company began the erection of long distance metallic circuit lines eastward from Williamsport to connect with the circuits of the American Telephone and Telegraph Company at Hazleton, Wilkes-Barre and Scranton, with intermediate stations en route connected, which lines were completed and put in operation August 1, 1890.

Long distance metallic circuit lines of this company from Williamsport westward to Altoona with intermediate stations connected, were completed and put in operation June 1, 1892.

The territory of Du Bois, with a radius of five miles in Clearfield county, was transferred to the Central District and Printing Telegraph Company of Pittsburgh as of January 1, 1892.

Long distance metallic circuit lines of this company from Tyrone northward to Philipsburg coal regions were completed and put in operation August 1, 1892.

Long distance metallic circuit lines of this company from Philipsburg to Clearfield were completed and put in operation November 1, 1892.

Long distance metallic circuit lines of this company from Clearfield to Ridgway via Du Bois were completed and put in operation June 1, 1893.

Long distance metallic circuit lines of this company from Milton to Mt. Carmel via Sunbury and Shamokin were completed and put in operation October 16, 1893.

Additional long distance metallic circuit wires were erected between Wilkes-Barre and Hazleton and put in operation June 1, 1894.

Long distance metallic circuit lines of this company from Scranton, Pa., to Carbondale, Pa., are in process of erection.

The completion and occupancy of a new central office building at Scranton, Pa., on March 1, 1894.

For the capital stock, general business, receipts and expenditures of the company, reference is made to other parts of this report.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for five minutes' conversation, one cent per mile, with minimum of twenty-five cents and maximum of one dollar for metallic circuit service.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment	$785,024 90	Capital stock	$852,000 00
License	275,100 00	Bills payable	74,000 00
Real estate	35,872 78	Mortgages payable	17,000 00
Furniture	1,980 93	Due to sundry persons	33,070 81
Supplies	7,697 79	Reserve	10,527 19
Cash	19,375 84	Depreciation (contingent)	96,923 85
Due from exchange managers	3,490 66	Surplus	21,604 68
Due from sundry persons	11,525 50	Net earnings	34,941 87
Total	$1,140,068 40	Total	$1,140,068 40

DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
J. Merrihew, President	New York.
C. A. Tinker, Vice President	New York.
W. J. McLaughlin, Secretary. Treasurer.	Philadelphia.
W. B. Gill, General Superintendent	Philadelphia.
W. T. Westbrook, Superintendent	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
J. Merrihew	New York.
C. A. Tinker	New York.
Henry Bentley	Philadelphia.
S. M. Plush	Philadelphia.
W. B. Gill	Philadelphia.
Geo. Merrihew	Philadelphia.
W. T. Westbrook	Philadelphia.

Date of annual meeting for election of directors: Third Tuesday in September.

By whom owned: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

By whom operated: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

The general offices of the company are located at 406 Market street, Philadelphia.

Address correspondence relating to this report to W. J. McLaughlin, treasurer, 406 Market street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania was chartered May 28, 1883, being enrolled in charter book No. 17, page 11, application having been made by the following gentlemen: John E. Zeublin, S. M. Plush, James Merrihew, S. S. Garwood and W. B. Gill.

The company carries on business in the following counties of the Commonwealth of Pennsylvania, viz: Chester, Bucks, Montgomery and Delaware.

The general route and points connected are as follows: Philadelphia to Chester, Media and State line via Darby, Philadelphia to Coatesville with lateral lines to West Chester, Norristown, Phoenixville and other points within the counties named.

TARIFF OF RATES FOR TRANSMISSION OF TOLL-LINE MESSAGES.

Number of miles, average one cent per mile:
For ten miles or under.
For fifteen miles or under twenty miles.
For twenty miles and under twenty-five miles.
For twenty-five miles and over.
Amount of charge per month for use of telephone

SUMMARY OF PAYMENTS.

Dividends,	$1,200 00
Miscellaneous,	68,870 79
Taxes,	1,582 97
Surplus fund,	998 15
Total,	$72,651 91
Total amount of surplus fund,	$55,308 71

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$86,701 12	Capital,	$10,000 00
		Due corporations,	21,392 41
		Profit and loss,	55,308 71
Total,	$86,701 12	Total,	$86,701 12

FARMINGTON TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
F. C. Rush, President,	Farmington, Pa.
L. H. Workman, Secretary,	do.
W. H. Hansel, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Evan Johnson,	Uniontown, Pa.
David D. Johnston,	Fayette Springs, Pa.
C. L. Dean,	Fayette Springs, Pa.
George W. Hansal,	Farmington, Pa.
Dr. J. E. Monroe,	Farmington, Pa
James Skewis,	Farmington, Pa.
F. C. Rush,	Farmington, Pa.
L. H. Workman,	Farmington, Pa.

Date of annual meeting for election of directors: July 22, 1895.
By whom operated: Farmington Telephone Company.
General offices of the company at Farmington.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter July 25, 1894.
Line ready for operation September 1, 1894.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$550 00	Capital stock,	$800 00
Equipment,	306 00	Debt incurred in completion of equipment,	56 00
Total,	$856 00	Total,	$856 00

IMPORTANT CHANGES DURING THE YEAR.

Message rates were increased from ten to twenty-five cents per message.
The operators rent the telephones for this year.

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. D. Frank, President,	Elizabethville, Pa.
C. B. Stroup, Vice President,	do.
John A. Romberger, Secretary,	do.
Cyrus Romberger, Treasurer,	do.
H. H. Weaver, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John W. Deibler,	Berrysburg, Pa.
W. D. Frank,	Elizabethville, Pa.
John A. Romberger,	Elizabethville, Pa.
H. H. Weaver,	Elizabethville, Pa.
I. C. Buffington,	Elizabethville, Pa.
F. W. Fickinger,	Elizabethville, Pa.
Jacob Shiro,	Gratz, Pa.

Date of annual meeting for election of directors: December of each year.

The general offices of the company are located at Elizabethville, Pa.

Address all correspondence relating to this report to H. H. Weaver, general manager, Elizabethville, Pa.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for twenty words.	Each additional word.
For one hundred miles and under,	$0 20	$0 01

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$2,881 43	Capital stock,	$3,000 00
Ledger accounts,	15 00	Undivided profits,	309 36
Cash,	412 93		
Total,	$3,309 36	Total,	$3,309 36

McKEESPORT TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Burt Huttell, President,	McKeesport, Pa.
J. M. Thorne, Vice President,	do.
Thos. Crozier, Secretary,	do.
W. B. Peters, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Burt Huttell.	McKeesport, Pa.
J. M. Thorne,	do.
W. B. Peters,	do.
J. E. Sevena,	do.

The general offices of the company are located at McKeesport, Pa.

Address correspondence relating to this report to McKeesport, Pa., Thos. Crozier, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was organized with an authorized capital stock of $50,000 and paid in capital of $25,000. We began active operation May 1, 1894, with about 60 subscribers, which we have since increased to 175. Our charge is $3.00 per month to business and $2.50 to residence. Company was organized January 1, 1893.

By whom operated: McKeesport Telephone Company.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash in bank.	$300 00	Capital stock.	$25,000 00
Book account,	50 00	Unfunded debt,	6,850 00
Plant,	31,500 00		
Total,	$31,850 00	Total,	$31,850 00

NATIONAL TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Thomas T. Eckert, President,	New York City.
John Van Horne, Vice President,	do.
Thomas F. Clark, Secretary,	do.
R. H. Rochester, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Thomas T. Eckert	New York City.
John Van Horne	New York City.
Charles A. Tinker	New York City.
Thomas F. Clark	New York City.
Robert C. Clowne	Chicago, Ill.

Date of annual meeting for election of directors: Second Wednesday in December.
By whom owned: National Telegraph Company.
By whom operated: In Pennsylvania, National Telegraph Company.
The general offices of the company are located at 195 Broadway, New York city.
Address correspondence relating to this report to Brown & Wells, counsellors at law, 36 Wall street, New York city.
Incorporated August 19, 1888, under the laws of the state of New York.
The present officers know nothing of its early history or of the construction of its line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under	$0.25	$0.02

SUMMARY OF PAYMENTS.

Miscellaneous	$296 64
Taxes	47 59

NEW YORK AND PENNSYLVANIA TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Chas. F. Cutler, President	New York.
W. N. Eastabrook, Vice President	Elmira, N. Y.
H. F. Stevens, Secretary	Brooklyn, N. Y.
Joel C. Clark, Treasurer	So. Farmingham, Mass.
W. N. Eastabrook, General Manager	Elmira N. Y.

DIRECTORS.

NAMES.	RESIDENCES.
Chas. F. Cutler	New York.
W. N Estabrook	Elmira, N. Y.
Joel C. Clark	So. Farmingham, Mass.
H. C. French	Elmira, N. Y.
John E. Hudson	Boston, Mass.
David B. Parker	Randolph, N. Y.
Chas. M. Dow	Jamestown, N. Y.
A. F. Stevens	Brooklyn, N. Y.
W. T. Bouchelle	New York.

Date of annual meeting for election of directors: First Wednesday in March.
The general offices of the company are located at Elmira, N. Y.
Address correspondence relating to this report to H. F. Stevens, secretary, Elmira, N. Y.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rate based on one cent per mile for five minutes' conversation.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Franchise,	$175,000 00	Capital stock,	$1,000,000 00
Construction,	989,170 87	Notes payable,	30,000 00
Supplies on hand,	21,785 25	Accounts,	40,663 42
Trustee stock,	269,700 00	Reserve,	5,545 53
Accounts receivable,	17,257 26	Sinking fund,	325,000 00
Cash,	1,614 56	Surplus,	73,318 99
Total,	$1,474,527 94	Total,	$1,474,527 94

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Thos. T. Eckert, President.	New York City
Charles A. Tinker, Vice President.	do.
R. H. Rochester, Secretary, Treasurer.	do.

DIRECTORS.

NAMES.	RESIDENCES.
Thos. T. Eckert,	New York City.
Charles A. Tinker,	New York City.
R. H. Rochester,	New York City.
John Van Horne,	New York City.
James Merrihew,	New York City.
William B. Gill,	Philadelphia.
Henry Bentley,	Philadelphia.

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned: Pacific and Atlantic Telegraph Company.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: 1. Keystone Telegraph Company; 2. Southern Telegraph Company; 3. Eastern Telegraph Company; 4. Mississippi Valley National Telegraph Company, by purchase of its personal property and lease of its lines for 999 years.

Date of consolidation: 1. September, 1867; 2. March, 1868; 3. October, 1869; 4. September, 1869.

The general offices of the company are located at Philadelphia.

Address all correspondence relating to this report to Brown & Wells, counsellors at law, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Monongahela Valley Telegraph Company, chartered March 14, 1865, with authority to extend its operations, make consolidation with other companies and adopt any other name or style. The name of the Pacific and Atlantic Telegraph Company of the United States was adopted under the above authority August 1, 1866. All lines of this company were leased to the Western Union Telegraph Company for a period of 999 years.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by the lessee at the tariff rates reported by it.

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: No dividend was formerly declared, but the rental provided for under the lease to the Western Union Telegraph Company being four per cent. per annum on the par value of the capital stock, was paid ratably to the stockholders of the Pacific and Atlantic Telegraph Company in the proportion of their respective holdings.

PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Francis Jordan, President,	Harrisburg,
A. R. Shellenberger, Vice President,	Harrisburg.
J. H. Crossman, Jr., Secretary, Treasurer,	Harrisburg.
M. H. Buehler, General Manager,	Harrisburg.
I. J. Lirch, General Superintendent,	Reading, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Francis Jordan,	Harrisburg.
A. R. Shellenberger,	Harrisburg.
H. A. Kelker,	Harrisburg.
Chas. J. Bell,	Washington, D. C.
Wm. H. Beck,	Washington, D. C
H. S. Huidekoper,	Philadelphia.
C. J. French,	Boston, Mass.

Date of annual meeting for election of directors: The third Wednesday of January.

By whom owned: The Pennsylvania Telephone Company.

By whom operated: The Pennsylvania Telephone Company.

With what other companies consolidated: The Pennsylvania and New Jersey Telephone Company.

Date of consolidation: January 23, 1886.

The general offices of the company are located at 222 Market street, Harrisburg.

Address correspondence relating to this report to J. W. Crosman, Jr., secretary and treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On June 10, 1882, "The Southern Pennsylvania Telephone Company" was incorporated for general telephone purposes in the counties of Lancaster, York, Adams, Dauphin, Cumberland, Franklin, Fulton and Perry, under act of April 29, 1874, and supplements.

On December 6, 1882, the court of common pleas of Dauphin county, on application of the above named company by formal decree for that purpose, changed its name to "The Pennsylvania Telephone Company."

On November 23, 1885, "The Pennsylvania and New Jersey Telephone Company" was incorporated, authorizing a general telephone business in the counties of Lebanon, Berks, Schuylkill, Lehigh, Carbon, Monroe and Northampton in the State of Pennsylvania, and in the state of New Jersey.

On January 23, 1886, said "Pennsylvania and New Jersey Telephone Company," by deed made under statutory authority, granted and conveyed all its privileges held under its said charter to the "Pennsylvania Telephone Company," as per deed duly recorded in said county of Dauphin, in deed book T, vol. 6, page 329, etc.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Franchise,	$174,800 00	Capital stock,	$599,466 67
Plant,	457,258 70	Debt,	3,757 59
Supplies on hand,	4,324 81	Reserve	8,415 87
Accounts receivable,	7,479 65	Undivided profits,	55,058 01
Real estate,	12,250 00		
Cash,	10,584 98		
Total,	$666,698 14		$666,698 14

IMPORTANT CHANGES DURING THE YEAR.

The exchanges at Easton and Bethlehem were rebuilt and metallic circuit switch-boards were placed in the exchanges at Bangor, Hackettstown, Washington, Chambersburg and Waynesboro'.

A metallic circuit copper line was run from Easton to Bangor and from Easton to Hackettstown and Washington. A beginning was made on the underground work in the exchange of Reading

PHILADELPHIA LOCAL TELEGRAPH COMPANY.

OFFICERS.

NAMES	RESIDENCES.
Henry Bentley, President,	Philadelphia.
W. B. Gill, Vice President.	do.
W. B. Gill, General Manager,	do.
W. P. Wheatland, Secretary,	do.
W. P. Wheatland, Treasurer.	do.
W. P. Wheatland, General Superintendent.	do.

DIRECTORS.

NAMES.	RESIDENCES.
Henry Bentley,	Philadelphia.
W. P. Wheatland,	Philadelphia.
W. B. Gill,	Philadelphia.
James Merrihew,	New York.
Chas. T. Tinker,	New York.
Thos. T. Eckert,	New York.
Jno. Van Horne,	New York.

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned: The Philadelphia Local Telegraph Company.

By whom operated: The Philadelphia Local Telegraph Company.

The general offices of the company are located at 250 Chestnut street, Philadelphia.

Address correspondence relating to this report to W. P. Wheatland, secretary, 250 Chestnut street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated by act of the Legislature of Pennsylvania approved May 10, A. D. 1871, under the title of the Printing Machine Telegraph Company.

The first section of said act of incorporation sets forth and recites among other things as follows: That the corporation, upon the filing of a certificate in the office of the Secreary of the Commonwealth, may change name of said corporation.

At a meeting of the board of directors of the Printing Machine Telegraph Company held in the city of Philadelphia on April 26, 1872, a resolution was offered and unanimously adopted by the board, changing the name of said corporation to that of the Philadelphia Local Telegraph Company, and authorizing a certificate to that effect to be deposited and filed in the office of the Secretary of the Commonwealth, which was done April 30, 1872.

Branch offices are established throughout the city of Philadelphia and are connected with the main office by the construction of telegraph lines at this time, which wires with trifling extensions have been maintained up to the present time.

The company furnishes quotations and time service to brokers and others, and maintains private lines to manufacturing firms.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under, 20 cents for ten words; each additional word two cents. No wire of greater length than eight miles.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction, equipment, plant, etc.,	$200,000 00	Capital stock,	$200,000 00
Cash,	3,934 53	Profit and loss,	3,934 53
Total,	$203,934 53	Total,	$203,934 53

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Joseph S. Harris, President,	Philadelphia.
W. R. Taylor, Seretary,	Philadelphia.
W. A. Church, Treasurer,	Philadelphia.
L. Horton, Jr., General Superintendent,	Reading, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
A. J. Antelo,	Philadelphia.
John Lowber Welsh,	Philadelphia.
Geo. F. Baer,	Reading, Pa.
James Boyd,	Norristown, Pa.

Date of annual meeting for election of directors: Last Tuesday in June.

By whom owned: Philadelphia, Reading and Pottsville Telegraph Company.

By whom operated: Philadelphia, Reading and Pottsville Telegraph Company.

The general offices of the company are located at Reading Terminal, Philadelphia.

Address correspondence relating to this report to D. Jones, comptroller, Reading Terminal, Philadelphia.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	15, 20 and 25 cents.	1 and 2 cents.
For one hundred miles and under two hundred miles,	25	2
For two hundred miles and under three hundred miles.	25	2

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$231,074 00	Capital stock,	$20,000 00
Equipment,	57,792 85	Debenture bonds,	200,000 00
Material,	310 55	Coupons Dec. 1, '95, accrued,	1,000 00
Cash,	1,611 82	Sundry uncollected dividends,	225 00
Sundry debtors,	63,464 78	Sundry creditors,	71,585 20
		Profit and loss,	61,443 80
Total,	$354,254 00	Total,	$354,254 00

POSTAL TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President,	253 Broadway, New York city.
E. C. Platt, Vice President,	253 Broadway, New York city.
C. C. Adams, Secretary,	Philadelphia.
Theodore L. Cuyler, Jr., Treasurer,	253 Broadway, New York city.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler,	New York city.
Edward C. Platt,	New York city.
Charles C. Adams,	Philadelphia.
George W. Dunn,	Philadelphia.
Wilbur L. Stanger,	Philadelphia.

Date of annual meeting for election of directors: Third Monday in February each year.

By whom owned: The stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to T. L. Cuyler, Jr., treasurer, 253 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 6, 1882.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words twenty-five cents within the State; each additional word, two cents.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Poles, wires and equipment,	$35,000 00	Capital stock,	$50,000 00
Profit and loss,	15,000 00		
Total,	$50,000 00	Total,	$50,000 00

7-8-95

POSTAL TELEGRAPH-CABLE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President,	Brooklyn, N. Y.
William H. Baker, Vice President,	Brooklyn, N. Y.
George S. Coe, Vice President,	New York City.
E. C. Bradley, Vice President,	East Orange, N. J.
John O. Stevens, Secretary,	Plainfield, N. J.
E. C. Platt, Treasurer,	Brooklyn, N. Y.
A. B. Chandler, General Manager,	Brooklyn, N. Y.
J. H. Emerick, General Superintendent,	Brooklyn, N. Y.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler,	Brooklyn, N. Y.
William H. Baker,	Brooklyn, N. Y.
George G. Ward,	Brooklyn, N. Y.
E. C. Platt,	Brooklyn, N. Y.
George L. Coe,	New York City.
John W. Mackay,	New York City.
John W. Mackay, Jr.,	New York City.
E. C. Bradley,	East Orange, N. J.
William C. Van Horne,	Montreal, Canada.
Charles R. Hosmer,	Montreal, Canada.
James W. Ellsworth,	Chicago, Ill.

Date of annual meeting for election of directors: Fourth Tuesday in February.

By whom owned: By the stockholders.

By whom operated: By the company.

The general offices of the company are located at 253 Broadway, New York city.

Address correspondence relating to this report to J. O. Stevens, secretary, 253 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 25, 1886.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES WITHIN THE STATE OF PENNSYLVANIA.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
Within the State of Pennsylvania,	$0.25	$0.02

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$15,000,000 00	Capital stock,	$15,000,000 00

POSTAL TELEGRAPH AND CABLE COMPANY, NO. 1.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President.	253 Broadway, N. Y. city.
E. C. Platt, Vice President.	253 Broadway, N. Y. city.
C. C. Adams, Secretary.	Philadelphia.
Theo. L. Cuyler, Jr., Treasurer.	253 Broadway, N. Y. city.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler.	253 Broadway, N. Y. city.
E. C. Platt.	253 Broadway, N Y. city.
C. C. Adams.	Philadelphia.
Geo. W. Dunn.	Philadelphia.
Wilbur L. Stanger.	Philadelphia.

Date of annual meeting for election of directors: Third Monday in February.

By whom owned: The stockholders:

By whom operated: Postal Telegraph-Cable Company, of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to T. L. Cuyler, Jr., 253 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized January, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words, twenty-five cents within the State of Pennsylvania; for each additional word, two cents.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Poles and wires.	$15,000 00	Capital stock.	$20,000 00
Profit and loss.	5,000 00		
Total.	$20,000 00	Total.	$20,000 00

POSTAL TELEGRAPH AND CABLE COMPANY, NO. 2.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President.	253 Broadway, New York city.
E. C. Platt, Vice President.	253 Broadway, New York city.
C. C. Adams, Secretary.	Philadelphia.
T. L. Cuyler, Jr., Treasurer.	253 Broadway, New York city.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler,	253 Broadway, New York city.
E. C. Platt,	253 Broadway, New York city.
C. C. Adams,	Philadelphia.
George W. Dunn,	Philadelphia.
W. L. Stanger,	Philadelphia.

Date of annual meeting for election of directors: Third Monday in February.

By whom owned: The stockholders:

By whom operated: Postal Telegraph-Cable Company, of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to T. L. Cuyler, Jr., 253 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized January, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words, twenty-five cents within the State of Pennsylvania; for each additional word, two cents.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$20,000 00	Capltal stock,	$20,000 00

POSTAL TELEGRAPH AND CABLE COMPANY, NO. 3.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President,	253 Br'dw'y, New York.
E. C. Platt, Vice President,	253 Br'dw'y, New York.
C. C. Adams, Secretary,	Philadelphia.
T. D. Cuyler, Jr., Treasurer,	253 Br'dw'y, New York.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler,	253 Br'dw'y, New York.
E. C. Platt,	253 Br'dw'y, New York.
C. C. Adams,	Philadelphia.
Geo. W. Dunn,	Philadelphia.
W. L. Stanger,	Philadelphia.

Date of annual meeting for election of directors: Third Monday in February.

By whom owned: The stockholders:

By whom operated: Postal Telegraph-Cable Company, of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to T. L. Cuyler, Jr., 253 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 1, 1885.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Construction,	$6,000 00	Capital stock,	$6,000 00

ROCKHILL TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm A. Ingham, President,	Philadelphia.
J. E. Haverstick, Secretary, Treasurer,	Philadelphia.
A. W. Greenland, General Manager,	Rockhill Furnace, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Wm. A. Ingham,	Philadelphia.
Edward Roberts, Jr.,	Philadelphia.
Percival Roberts,	Philadelphia.
George Wood,	Philadelphia.
John Markle,	Jeddo, Pa.
(One vacancy.)	

By whom owned: Rockhill Telegraph Company.
By whom operated: East Broad Top Railroad and Coal Company.
The general offices of the company are located at 320 Walnut street, Philadelphia.
Address correspondence relating to this report to J. E. Haverstick, secretary and treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized under charter dated November 2, 1874.
Constructed by East Broad Top Railroad and Coal Company, who lease and operate the line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words, twenty-five cents; each additional word, two cents.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Cash,	$401 66	Capital,	$300 00
		Interest,	101 66
Total,	$401 66	Total,	$401 66

ROYAL TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
W. P. Logan,	President,	826 Drexel Building, Philadelphia.
Wm. McLaughlin,	Secretary, Treasurer,	304 Walnut street, Philadelphia.
John F. Moyer,	General Manager, General Superintendent,	Steubenville, Ohio.

DIRECTORS.

NAMES.	RESIDENCES.
W. P. Logan,	826 Drexel Building. Philadelphia.
Jno. W. Donnan,	Washington, Pa.
Alvan Donnan,	Washington, Pa.
Chas. W. Campbell,	Washington, Pa.
John F. Moyer,	Steubenville, Ohio.

By whom owned: Royal Gas Company.

By whom operated: Royal Gas Company.

The general offices of the company are located at 826 Drexel building, Philadelphia.

Address correspondence relating to this report to W. P. Logan, 826 Drexel building, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized for the purpose of maintaining a single line for the sole use of the Royal Gas Company in its operations, and has been limited to that use ever since its organization. An appropriation of $1,000 was made for construction, which forms the liabilty to the Royal Gas Company. The cost of maintenance is borne by the Royal Gas Company, it being the only beneficiary.

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Organization expenses,	$177 75	Ten per cent. of authorized stock,	$1,000 00
Cash,	822 25		
Total,	$1,000 00	Total,	$1,000 00

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Thomas T Eckert, President and General Manager,	New York city.
John Van Horn, Vice President,	New York city.
R. C. Clowry, Vice President,	Chicago, Ill.
George J Gould, Vice President,	New York city.
J. B. Van Every, Vice President and Auditor,	New York city.
A. R. Brewer, Secretary,	New York city.
R. H. Rochester, Treasurer,	New York city.
M T. Wilbur, Assistant Treasurer,	New Yorh city.
G. H. Fearons, General Attorney,	New York city.
T. F. Clark, Assistant to the President,	New York city.

DIRECTORS.

NAMES.	RESIDENCES.
Thomas T. Eckert,	195 Broadway, New York city.
John T. Terry,	195 Broadway, New York city.
John Van Horne,	195 Broadway, New York city.
Russel Sage,	195 Broadway, New York city.
Alonzo B. Cornell,	195 Broadway, New York city.
Samuel Sloan,	195 Broadway, New York city.
Robert C. Clowry,	Chicago, Ill.
George J. Gould,	195 Broadway, New York city.
Edwin Gould,	195 Broadway, New York city.
John G Moore,	195 Broadway, New York city.
Charles Lanier,	195 Broadway, New York city.
John Jacob Astor,	195 Broadway, New Yord city.
George Bliss,	195 Broadway, New York city.
Sidney Shepard,	195 Broadway, New York city.
J. Pierpont Morgan,	195 Broadway, New York city.
John Hay,	185 Broadway, New York city.
William D. Bishop,	195 Broadway, New York city.
P. P. Huntingdon,	195 Broadway, New York city.
George B. Roberts,	195 Broadway, New York city.
Charles F. Mayer,	195 Broadway, New York city.
Chauncey M. Depew,	195 Broadway, New York city.
James W. Clendenin,	195 Broadway, New York city.
Henry M. Flagler,	195 Broadway, New York city.
Henry B. Hyde,	195 Broadway, New York city.
W. Murray Crane,	195 Broadway, New York city.
Austin Corbin,	195 Broadway, New York city.
Oliver Ames, 2d,	195 Broadway, New York city.
Louis Fitzgerald,	195 Broadway, New York city.
J. B. Van Every,	195 Broadway, New York city.
W. F. Cochran,	195 Broadway, New York city.

Date of annual meeting for election of directors: Second Wednesday in October.

By whom owned: Western Union Telegraph Company.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: American Union Telegraph Company, Atlantic and Pacific Telegraph Company.

Date of consolidation: January 19, 1881.

The general offices of the company are located at 195 Broadway, New York city.

Address correspondence relating to this report to Brown & Wells, counsellors at law, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The date of the original charter was April 1, 1851, under the title of the New York and Mississippi Valley Printing Telegraph Company.

The name was changed to the Western Union Telegraph Company by act of the Legislature, passed April 4, 1856.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

Rates for ten words, twenty-five cents; eash additional word, two cents day, one cent night.

SUMMARY OF PAYMENTS.

For interest,	$893,821 65
For dividends,	4,767,733 75
For sinking fund,	39,991 80
For taxes, $1,429,361.53, included in expenses.	
For surplus fund,	439,842 81
Total,	$6,141,389 21

GENERAL BALANCE SHEET.

ASSETS.		LIABILITIES.	
Telegraph lines: Stock owned of leased telegraph companies that are merged in the Western Union Telegraph Company, franchises, patents, etc.	$100.572.330 92	Capital stock,	$95.370.000 00
		Funded debt.	15,280,928 00
		Gould and Stock Telephone Company for stocks of other companies held through lease of that company. until 1981.	2,039,200 00
Stocks and bonds, of leased companies received in exchange for col. bonds,	8,597.500 00	Sundry accounts payable,	4,230.582 79
Other stocks and securities,	7.295.558 46	Surplus of income prior to Oct. 1, 1881,	1.598,184 03
Real estate.	4,979.533 74	Surplus of income subsequent to Oct. 1, 1881.	7,447,476 35
Supplies,	243.483 33		
Accounts receivable.	2.560.609 96		
Cash in treasury and in hands of agents.	1.488.434 02		
Sinking fund,	428.720 74		
Total.	$125,966,171 17	Total,	$125,966.171 17

STOCKS AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866, the date of the completion of what, up to that time, was the most important consolidation. Since that time its capital stock has been increased to $95,370,000.00 for acquisition of stock, of other telegraph companies and other properties.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1894, one and one-fourth per cent.; October 15, 1894, one and one-fourth per cent.; January 15, 1895, one and one-fourth per cent.; April 15, 1895, one and one-fourth per cent.

Paid in dividends, cash,	$4,767,733 75
Paid to sinking fund,	$39,991 00
Balance for the year, or surplus,	439,842 81
Surplus at commencement of the year,	7,007,633 54
Total surplus,	$7,447,476 35

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
H. C. McCormick, President,	Williamsport, Pa.
Benj. G. Welch, Vice President.	Hughesville, Pa.
C. Wm. Woodrop, Secretary.	Hughesville, Pa.
Seth T. McCormick, Treasurer,	Williamsport, Pa.
R. E. Emerson,	Hughesville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
H. L. Taylor.*	Buffalo, N. Y.
Benj G. Welch,	Hughesville, Pa.
C. Wm. Woodrop,	Hughesville, Pa.
J. S. Bailey,	Hughesville, Pa.

*Deceased.

Date of annual meeting for election of directors: First Friday in December of each year.
By whom owned: Williamsport and North Branch Telephone Company.
By whom operated: Williamsport and North Branch Railroad Company.
The general offices of the company are located at Hughesville, Lycoming county, Pa
Address correspondence relating to this report to George L. Simpson, auditor W. & N. B. R. R. Co., Hughesville, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated under the general incorporation laws of the act of April 29, 1874, November, 1882, for the purpose of constructing and operating telephone lines in the borough of Hughesville, Pa., and other points in the counties of Lycoming, Sullivan and Bradford.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Fifteen cents per message.

TABULATED RESULTS

Compiled from Reports of Railroad Companies.

TABLE A—STOCKS AND DIVIDENDS.

Name of Company.	Total par value authorized.	Total amount issued and outstanding.	Total number of shares issued and outstanding.	Par value of shares.	Dividends declared during year.	
					Rate.	Amount.
Addison and Pennsylvania,	$950,000 00	$766,468 07	7,665	$100 00	.....	.....
Allegheny and Kinzua,	500,000 00	500,000 00	5,000	100 00	.....	.....
Allegheny Valley,	30,000,000 00	26,716,852 77	534,273	50 00	.....	.....
Allentown,	2,000,000 00	1,268,884 47	22,917	50 00	.....	.....
Allentown Terminal,	450,000 00	450,000 00	9,000	50 00	5	$22,500 00
Arnot and Pine Creek,	255,000 00	255,000 00	2,550	100 00	5	12,750 00
Bald Eagle Valley,	2,000,000 00	1,535,000 00	30,700	50 00	10	140,625 00
Baltimore and Cumberland Valley,	76,700 00	76,700 00	1,534	50 00	.....	.....
Baltimore and Cumberland Valley Extension,	270,000 00	270,000 00	5,400	50 00	7	18,900 00
Baltimore and Harrisburg,	720,000 00	720,000 00	14,400	50 00	p.-5	1,455 00
Baltimore and Harrisburg Western Extension,	250,000 00	240,000 00	4,800	50 00	.....	.....
Baltimore and Philadelphia,	5,000,000 00	4,996,850 00	99,937	50 00	.....	.....
Bangor and Portland,	325,100 00	121,100 00	1,211	100 00	6	7,266 00
Barclay,	1,000,000 00	1,000,000 00	20,000	50 00	.....	.....
Bare Rock,	25,000 00	20,000 00	400	50 00	.....	.....
Beaver and Elwood,	50,000 00	50,000 00	500	100 00	.....	.....
Bedford and Bridgeport,	600,000 00	600,000 00	12,000	50 00	.....	.....
Beech Creek,	6,000,000 00	5,500,000 00	120,000	50 00	4	220,000 00
Berlin,	50,000 00	50,000 00	1,000	50 00	.....	.....
Berlin Branch,	75,000 00	43,195 19	1,500	50 00	.....	.....
Bloomsburg Belt,	10,000 00	10,000 00	200	50 00	.....	.....
Bloomsburg and Sullivan,	600,000 00	600,000 00	12,000	50 00	.....	.....
Bradford, Bordell and Kinzua, a,						
Bradford and West Pennsylvania,	70,000 00	36,000 00	700	100 00	.....	.....
Brockport and Shawnut,	22,500 00	22,500 00	225	100 00	.....	.....
Brownstone and Middletown,	25,000 00	25,000 00	250	100 00	.....	.....
Bellefonte Central,	500,000 00	500,000 00	10,000	50 00	.....	.....
Buffalo, Bradford and Pittsburg,	2,286,400 00	2,286,400 00	22,864	100 00	.....	.....

Buffalo, Rochester and Pittsburg,	12,000,000 00	12,000,000 00	120,000	100 00	.....	.....
Buffalo and Susquehanna,	2,000,000 00	1,110,000 00	22,200	50 00	4	44,400 00
Bustleton,	300,000 00	100,000 00	6,000	50 00	.....	.....
Cambria and Clearfield,	2,150,000 00	1,288,550 00	25,771	50 00	.....	.....
Catasauqua and Fogelsville, b.,	426,900 00	426,900 00	17,076	25 00	3	12,807 00
Catawissa, c.,	4,359,500 00	4,359,500 00	87,190	50 00	7	24,000 00
Central Pennsylvania and Western,	5,620,650 00	5,620,650 00	112,413	50 00	.....	.....
Central Railroad Company of Pennsylvania,	1,200,000 00	1,200,000 00	24,000	50 00	.....	.....
Chambersburg and Gettysburg,	200,000 00	200,000 00	2,000	100 00	.....	.....
Chartiers,	800,000 00	645,300 00	12,906	50 00	10	64,530 00
Cherry Grove,	50,000 00	10,000 00	200	50 00	.....	.....
Chester Creek,	272,100 00	272,100 00	5,442	50 00	6	11,100 00
Chester and Delaware River,	40,000 00	40,000 00	800	50 00	.....	.....
Chestnut Hill,	120,650 00	120,650 00	2,413	50 00	12	14,478 00
Clarion River,	120,000 00	120,000 00	1,200	100 00	.....	7,200 00
Clearfield and Mahoning,	650,000 00	650,000 00	13,000	50 00	6	39,000 00
Cleveland and Pittsburg,	11,253,500 00	11,247,528 62	224,741	50 00	c.-10 g.-7	786,923 50
Colebrookdale,	500,000 00	297,215 00	5,922	50 00	.....	.....
Columbia and Port Deposit,	1,800,000 00	1,000,000 00	20,000	50 00	6	60,000 00
Connecting,	1,900,000 00	1,278,300 00	25,556	50 00	6	76,698 00
Cornwall,	400,000 00	400,000 00	4,000	100 00	.....	.....
Cornwall and Lebanon,	800,000 00	800,000 00	16,000	50 00	4	32,000 00
Confluence and Oakland,	200,000 00	200,000 00	4,000	50 00	.....	.....
Coudersport and Pine Creek,	150,000 00	51,500 00	515	100 00	6	3,090 00
Coudersport and Port Allegheny,	200,000 00	200,000 00	2,000	100 00	6	12,000 00
Cresson and Irvona,	1,500,000 00	500,000 00	10,000	50 00	.....	.....
Cumberland Valley,	2,000,000 00	1,777,850 00	35,557	50 00	8	142,228 00
Delaware and Hudson Canal Company's Railroad,	35,000,000 00	35,000,000 00	350,000	100 00	7	2,362,500 00
Delaware, Lackawanna and Western,	26,200,000 00	26,200,000 00	524,000	50 00	7	1,834,000 00
Delaware, Susquehanna and Schuylkill,	1,500,000 00	1,500,000 00	30,000	50 00	26 2-3	400,000 00
Dillsburg and Mechanicsburg,	400,000 00	89,800 00	1,796	50 00	.....	.....
Downingtown and Lancaster,	500,000 00	405,650 00	8,113	50 00	.....	.....
Dunkirk, Allegheny Valley and Pittsburg,	1,300,000 00	1,300,000 00	13,000	100 00	1½	19,500 00
East Broad Top,	1,000,000 00	815,598 43	11,368	50 00	.....	.....
East Mahoney,	500,000 00	497,750 00	9,955	50 00	*	28 869 50
East Pennsylvania,	1,730,450 00	1,730,450 00	34,609	50 00	6	103,827 00
Easton and Northern,	200,000 00	200,000 00	4,000	50 00	.....	.....

a. This company is in process of reorganization. No capital stock yet issued.
b. Stock "authorized" being "unlimited," the amount "outstanding" is inserted.
c. Stock "authorized" not being given, the amount "outstanding" is inserted.
* $2.90 per share.

TABLE A—STOCKS AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Total par value authorized.	Total amount issued and outstanding.	Total number of shares issued and outstanding.	Par value of shares.	Dividends declared during year.	
					Rate.	Amount.
Ebensburg and Black Lick,	$500,000 00	$360,000 00	7,000	$50 00	.....	.....
Elmira and Williamsport,	1,000,000 00	1,000,000 00	20,000	50 00	||	$54,300 00
Ellwood Connecting,	50,000 00	50,000 00	1,000	50 00	.....	.....
Ellwood Short Line,	300,000 00	300,000 00	3,000	100 00	.....	.....
Emporium and Rich Valley,	100,000 00	100,000 00	1,000	100 00	.....	.....
Engleside,	50,000 00	30,000 00	600	50 00	.....	.....
Erie and Pittsburg,	2,500,000 00	1,998,400 00	39,968	50 00	7	139,888 00
Erie and Wyoming Valley,	3,000,000 00	1,500,000 00	30,000	50 00	.....	.....
Fairmont, Morgantown and Pittsburg,	3,000,000 00	3,000,000 00	60,000	50 00	.....	.....
Fall Brook,	5,000,000 00	5,000,000 00	100,000	50 00	c.-6 p.-7	305,000 00
Falls Creek,	30,000 00	30,000 00	300	100 00	.....	.....
Fayette County,	1,500,000 00	107,400 00	2,148	50 00	8	8,592 00
Gettysburg and Harrisburg,	600,000 00	600,000 00	12,000	50 00	.....	.....
Hanover and New Port,	500,000 00	50,000 00	1,000	50 00	.....	.....
Hanover and York,	325,000 00	325,000 00	6,500	50 00	.....	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000 00	1,182,550 00	23,651	50 00	7	82,778 50
Hunter's Run and Slate Belt,	100,000 00	59,600 00	1,192	50 00	.....	.....
Huntingdon and Broad Top Mountain,	3,371,750 00	3,371,750 00	67,435	50 00	**	203,587 50
Ironton,	200,000 00	200,000 00	4,000	50 00	6	12,000 00
Jamestown and Franklin,	1,000,000 00	607,243 00	.....	50 00	.....	.....
Jefferson,	2,096,050 00	2,096,050 00	41,921	50 00	.....	.....
Johnsonburg,	300,000 00	200,000 00	4,000	50 00	.....	.....
Johnsonburg and Bradford,	420,000 00	420,000 00	8,400	50 00	.....	.....
Junction,	250,000 00	250,000 00	5,000	50 00	5	12,500 00
Kensington and Tacony,	400,000 00	354,900 00	7,098	50 00	.....	.....
Kinzua Creek and Kane,	120,000 00	65,600 00	1,200	100 00	4½	2,952 00
Kinzua Hemlock,	140,000 00	112,100 00	2,242	50 00	.....	.....
Kinzua Valley,	140,000 00	105,000 00	1,050	100 00	.....	.....

Kishacoquillas Valley,	100,000 00	70,175 00	2,807	25 00	.....	.....
Lackawanna and Montrose,	150,000 00	130,500 00	2,610	50 00	.....	.....
Lancaster, Oxford and Southern,	500,000 00	100,000 00	2,000	50 00	.....	.....
Lancaster and Reading Narrow Gauge,	350,000 00	350,000 00	7,000	50 00	.....	.....
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	500,000	100 00	c.-6 g.-10	3,021,340 00
Lehigh and Lackawanna,	1,000,000 00	370,500 00	7,410	50 00	.....	.....
Lehigh and Susquehanna, a.,	15,222,221 82	15,222,221 82	.....	50 00	.....	.....
Lehigh Valley, b.,	40,441,100 00	40,441,100 00	808,822	50 00	.....	.....
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	24,000	50 00	.....	.....
Ligonier Valley,	160,000 00	160,000 00	3,200	50 00	6	9,600 00
Little Saw Mill Run,	250,000 00	144,125 00	3,770	50 00	.....	.....
Little Schuylkill Navigation,	2,487,850 00	2,487,850 00	49,757	50 00	7	174,149 50
Loyalsock,	300,000 00	300,000 00	6,000	50 00	.....	.....
Lykens Valley,	800,000 00	600,000 00	40,000	20 00	10	60,000 00
McKeesport Connecting.	40,000 00	40,000 00	400	100 00	.....	.....
Mahoning Valley,	45,000 00	45,000 00	450	100 00	.....	.....
Mahoning State Line,	60,000 00	60,000 00	1,200	50 00	.....	.....
Martin's Creek,	40,000 00	30,000 00	400	100 00	.....	.....
Meadville, Conneaut Lake and Linesville,	200,000 00	200,000 00	4,000	50 00	.....	.....
Middletown and Hummelstown,	175,000 00	175,000 00	3,500	50 00	.....	.....
Mifflin and Centre County,	1,000,000 00	167,775 00	3,355	50 00	.....	.....
Mill Creek and Mine Hill.	323,375 00	323,375 00	12,935	25 00	10	32,337 50
Mine Hill and Schuylkill Haven,	4,210,200 00	4,210,200 00	84,204	50 00	7½	315,765 00
Monongahela Connecting,	500,000 00	450,000 00	4,500	100 00	6	27,000 00
Mont Alto,	500,000 00	110,000 00	4,400	25 00	.....	.....
Montour,	100,000 00	100,000 00	2,000	50 00	.....	.....
Montrose,	504,000 00	304,900 00	6,098	50 00	.....	.....
Mount Carbon and Port Carbon,	282,350 00	282,350 00	5,647	50 00	11 3-5	32,752 60
Mount Carmel and Natalie,	175,000 00	175,000 00	3,500	50 00	.....	.....
Mount Jewett, Kinzua and Ritersville,	80,000 00	80,000 00	1,600	50 00	.....	.....
Mount Jewett and Smethport,	150,000 00	150,000 00	1,500	100 00	4	6,000 00
Mount Penn Gravity,	100,000 00	100,000 00	2,000	50 00	.....	.....
Mount Pleasant and Broadford,	1,000,000 00	150,500 00	3,010	50 00	.....	.....

|| C., $4.54 per share; P., $6.32 per share.

** C., 2½; P., 3½.

a. This company is operated by the Lehigh Coal and Navigation Company, which is claimed not to be a common carrier, but according to the report of the Lehigh and Susquehanna Company, all revenues are received by the said Lehigh Coal and Navigation Company.

The report of this company shows that it has no capital stock, bonded or floating indebtedness, therefore the amount of cost of road and equipment is inserted as representing its capital stock. "authorized and outstanding."

b. Stock "authorized" being "unlimited," the amount "outstanding" is inserted.

TABLE A—STOCKS AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Total par value authorized.	Total amount issued and outstanding.	Total number of shares issued and outstanding.	Par value of shares.	Dividends declared during year.	
					Rate.	Amount.
Mount Pleasant and Latrobe,	$130,000 00	$130,000 00	2,600	$50 00	.....	.....
Nescopec,	1,350,000 00	259,000 00	5,180	50 00	.....	.....
Nesquehoning Valley,	2,000,000 00	1,418,600 00	28,372	50 00	5	$70,930 00
Neversink Mountain,	100,000 00	100,000 00	2,000	50 00	.....	.....
New Castle and Beaver Valley,	700,000 00	700,000 00	14,000	50 00	16	112,000 00
New Castle and Butler,	20,000 00	20,000 00	400	50 00	.....	.....
New Castle and Shenango Valley,	300,000 00	292,450 00	6,000	50 00	.....	.....
New Haven and Dunbar,	40,000 00	8,000 00	160	50 00	.....	.....
Newport and Sherman's Valley,	180,000 00	131,335 00	26,267	50 00	.....	.....
New York, Lake Erie and Western,	86,536,900 00	86,373,600 00	863,736	100 00	.....	.....
New York, Lake Erie and Western Coal,	500,000 00	500,000 00	5,000	100 00	.....	.....
New York, Lackawanna and Western,	60,000 00	12,000 00	240	50 00	.....	.....
New York, Chicago and St. Louis,	30,000,000 00	30,000,000 00	300,000	100 00	.....	.....
New York and North Pennsylvania,	180,000 00	50,000 00	1,000	100 00	.....	.....
New York, Pennsylvania and Ohio,	45,000,000 00	44,999,350 00	899,987	50 00	.....	.....
New York, Susquehanna and Western,	26,000,000 00	26,000,000 00	260,000	100 00	.....	.....
Nittany Valley,	75,000 00	75,000 00	1,500	50 00	.....	.....
Northern Central,	8,000,000 00	7,518,150 00	150,363	50 00	7	526,267 00
North Bend and Kettle Creek,	150,000 00	75,000 00	.....	50 00	.....	.....
North East Pennsylvania,	400,000 00	400,000 00	8,000	50 00	.....	.....
North Pennsylvania,	6,000,000 00	4,720,750 00	94,415	50 00	8	377,660 00
North and West Branch,	1,500,000 00	1,500,000 00	30,000	50 00	9	135,000 00
Ohio and Baltimore Short Line,	1,060,000 00	290,000 00	5,800	50 00	.....	.....
Ohio Connecting,	1,000,000 00	660,000 00	13,200	50 00	5	33,000 00
Olean, Oswego and Eastern,	200,000 00	70,000 00	1,400	50 00	.....	.....
Ontario, Carbondale and Scranton,	1,500,000 00	1,500,000 00	15,000	100 00	.....	.....
Oregon and Texas,	80,000 00	26,000 00	520	50 00	.....	.....
Pennsylvania.	151,700,000 00	129,299,750 00	2,585,995	50 00	5	6,464,956 25

Pennsylvania Company,	21,000,000 00	21,000,000 00	420,000	50 00	.....	.....
Pennsylvania and New York Canal and Railroad,	1,061,700 00	1,061,700 00	21,234	50 00	.....	.....
Pennsylvania, Poughkeepsie and Boston,	3,000,000 00	2,000,000 00	40,000	50 00	.....	.....
Pennsylvania Schuylkill Valley,	10,200,000 00	7,117,450 00	142,340	50 00	.....	.....
Pennsylvania and North Western,	2,500,000 00	2,500,000 00	45,000	50 00	2	45,000 00
Penn Gas Coal Company's Railroad, a..	377,887 24	377,887 24	.....	.....	.....	.....
People's, b.,	250,000 00	250,000 00	5,000	50 00	4	10,000 00
Perkiomen,	50,000 00	38,400 00	768	50 00	.....	.....
Perry County,	200,000 00	97,900 00	19,580	50 00	.....	.....
Philadelphia and Baltimore Central,	2,500,000 00	2,499,266 90	49,943	50 00	.....	.....
Philadelphia Belt Line,	200,000 00	200,000 00	4,000	50 00	.....	.....
Philadelphia and Chester Valley,	755,100 00	755,100 00	15,102	50 00	.....	.....
Philadelphia and Delaware County,	1,000,000 00	351,200 00	7,024	50 00	.....	.....
Philadelphia and Erie,	12,400,000 00	10,385,000 00	207,700	50 00	.....	.....
Philadelphia and Frankford,	500,000 00	500,000 00	10,000	50 00	.....	.....
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	1,263,000 00	25,260	50 00	.....	.....
Philadelphia, Germantown and Norristown,	2,500,000 00	2,246,900 00	44,938	50 00	12	269,628 00
Philadelphia, Harrisburg and Pittsburg,	2,000,000 00	2,000,000 00	40,000	50 00	.....	.....
Philadelphia, Newtown and New York,	1,600,000 00	1,600,000 00	32,000	50 00	.....	.....
Philadelphia and Reading, b.,	41,227,361 78	41,227,361 78	824,547	50 00	.....	.....
Philadelphia and Reading Terminal,	8,500,000 00	8,500,000 00	170,000	50 00	.....	.....
Philadelphia and Trenton,	2,000,000 00	1,259,100 00	12,591	100 00	10	49,410 00
Philadelphia, Wilmington and Baltimore, b.,	11,819,350 00	11,819,350 00	236,387	50 00	6½	768,257 75
Pickering Valley,	100,000 00	95,655 00	1,846	50 00	.....	.....
Pine Creek,	4,000,000 00	1,000,000 00	20,000	50 00	.....	.....
Pittsburg and Castle Shannon,	481,400 00	481,400 00	9,628	50 00	.....	.....
Pittsburg, Chartiers and Youghiogheny,	1,000,000 00	700,000 00	14,000	50 00	4	28,000 00
Pittsburg, Cincinnati, Chicago and St. Louis,	120,500,000 00	47,688,601 21	469,459	.....	.....	1,937 00
Pittsburg and Connellsville,	5,000,000 00	1,956,091 05	38,888	50 00	.....	.....
Pittsburg, Fort Wayne and Chicago,	38,597,692 63	38,597,685 71	385,976	100 00	.....	2,701,838 00
Pittsburg Junction,	1,940,000 00	1,940,000 00	38,800	50 00	||	62,800 00
Pittsburg and Lake Erie,	4,000,000 00	4,000,000 00	80,000	50 00	10	400,000 00

a. This company is operated by the Lehigh Coal and Navigation Company, which is claimed not to be a common carrier, but according to the report of the Lehigh and Susquehanna Company, all revenues are received by the said Lehigh Coal and Navigation Company.

The report of this company shows that it has no capital stock, bonded or floating indebtedness, therefore the amount of cost of road and equipment is inserted as representing its capital stock "authorized and outstanding."

b. Stock "authorized" being "unlimited," the amount "outstanding" is inserted.

|| C, $1 per share; P, 7.

TABLE A—STOCKS AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Total par value authorized.	Total amount issued and outstanding.	Total number of shares issued and outstanding.	Par value of shares.	Dividends declared during year.	
					Rate.	Amount.
Pittsburg, Marion and Chicago,	$7,500,000 00	$500,000 00	10,000	$50 00	.....	.....
Pittsburg, McKeesport and Youghiogheny,	4,000,000 00	3,959,650 00	79,193	50 00	6	$237,579 00
Pittsburg and Moon Run,	100,000 00	100,000 00	1,000	100 00	.....	.....
Pittsburg and Northern,	150,000 00	150,000 00	3,000	50 00	.....	.....
Pittsburg, Shenango and Lake Erie,	4,800,000 00	4,800,000 00	96,000	50 00	.....	.....
Pittsburg, Virginia and Charleston,	6,000,000 00	3,432,500 00	68,650	50 00	2½	62,898 75
Pittsburg and Western,	13,500,000 00	13,500,000 00	270,000	50 00	.....	.....
Pittsburg, Youngstown and Ashtabula,	4,000,000 00	3,033,341 58	60,666	50 00	c-6 p-7	198,746 00
Plymouth,	30,000 00	12,050 00	241	50 00	.....	.....
Pomeroy and Newark,	500,000 00	500,000 00	10,000	50 00	.....	.....
Reading and Columbia, b.,	958,373 09	958,373 09	19,168	50 00	.....	.....
Reading, Marietta and Hanover,	250,000 00	250,000 00	5,000	50 00	.....	.....
Reynoldsville and Falls Creek,	300,000 00	170,000 00	3,400	50 00	6	10,200 00
Ridgway and Clearfield,	1,000,000 00	491,000 00	9,820	50 00	6	29,400 00
River Front,	300,000 00	300,000 00	6,000	50 00	5	15,000 00
Rochester, Beaver Falls and Western,	150,000 00	75,000 00	750	100 00	.....	.....
Rupert and Bloomsburg,	50,000 00	50,000 00	1,000	50 00	.....	.....
Saint Mary's and South Western,	300,000 00	300,000 00	6,000	50 00	.....	.....
Salisbury,	213,700 00	117,987 50	2,359	50 00	c-6 p-12	7,899 00
Schuylkill and Lehigh,	50,000 00	50,000 00	1,000	50 00	.....	.....
Schuylkill and Lehigh Valley,	2,000,000 00	2,000,000 00	40,000	50 00	.....	.....
Schuylkill River East Side,	4,500,000 00	4,500,000 00	90,000	50 00	.....	.....
Schuylkill Valley Navigation Railroad,	576,050 00	576,050 00	11,521	50 00	5	28,802 50
Shamokin, Sunbury and Lewisburg,	2,000,000 00	2,000,000 00	40,000	50 00	.....	.....
Shamokin Valley and Pottsville,	1,500,000 00	869,450 00	17,389	50 00	6	52,167 00
Sharon,	500,000 00	453,350 00	.....	50 00	6	27,201 00
Sharpsville,	350,000 00	350,000 00	7,000	50 00	.....	.....
Sheffield and Spring Creek,	100,000 00	12,000 00	120	100 00	.....	.....

Shenango Valley,	60,000 00	60,000 00	1,200	50 00	.....	.....
Slack Water Connecting,	10,000 00	10,000 00	100	100 00	.....	.....
Slate Run,	160,000 00	81,000 00	810	100 00	.....	.....
Somerset and Cambria,	1,000,000 00	1,000,000 00	20,000	50 00	.....	.....
South Chester,	250,000 00	100,000 00	2,000	50 00	.....	.....
South Easton and Philipsburg,	75,000 00	75,000 00	1,500	50 00	.....	.....
South Fork,	210,000 00	108,000 00	2,160	50 00	.....	.....
Southwest Pennsylvania,	3,000,000 00	1,499,900 00	29,998	50 00	10	149,990 00
Southern Pennsylvania Railway and Mining Company	800,000 00	800,000 00	16,000	50 00	.....	.....
State Line and Sullivan,	1,000,000 00	980,250 00	.....	50 00	.....	.....
Stewart,	10,000 00	7,700 00	154	50 00	.....	.....
Stewartstown,	100,000 00	70,000 00	1,400	50 00	2	1,400 00
Stony Creek,	200,000 00	176,100 00	3,522	50 00	.....	.....
Sugar Run,	120,000 00	50,000 00	500	100 00	.....	.....
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	20,000	50 00	10	100,000 00
Sunbury and Lewistown,	600,000 00	600,000 00	12,000	50 00	14	84,000 00
Susquehanna and Buffalo,	180,000 00	36,000 00	720	50 00	.....	.....
Susquehanna and Clearfield,	1,000,000 00	286,000 00	5,720	50 00	.....	.....
Tamaqua, Hazleton and Northern,	300,000 00	300,000 00	6,000	50 00	.....	.....
Tiadaghton and Fahnestalk,	60,000 00	59,450 00	1,189	50 00	.....	.....
Tioga, b.,	580,900 00	580,900 00	.....	50 00	.....	.....
Tionesta Valley,	350,000 00	350,000 00	7,000	50 00	.....	.....
Tionesta Valley and Hickory Run,	50,000 00	33,000 00	660	50 00	.....	.....
Tionesta Valley and Salmon Creek,	50,000 00	17,000 00	340	50 00	.....	.....
Tipton,	50,000 00	43,250 00	865	50 00	.....	.....
Trenton Cut-Off,	1,000,000 00	100,000 00	2,000	50 00	.....	.....
Trexcow,	250,000 00	130,000 00	2,600	50 00	.....	.....
Tuscarora Valley,	300,000 00	180,000 00	3,600	50 00	.....	.....
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	20,000	50 00	5	50,000 00
Ursini and North Fork,	20,000 00	.....	400	50 00	.....	.....
Warren and Farnsworth,	270,000 00	101,854 97	1,962	50 00	.....	.....
West Chester,	165,000 00	165,000 00	3,300	50 00	5	8,250 00
Western Maryland,	1,324,000 00	1,008,950 00	26,480	50 00	.....	.....
Western New York and Pennsylvania,	20,000,000 00	20,000,000 00	400,000	50 00	.....	.....
Western Pennsylvania,	4,000,000 00	1,775,000 00	35,500	50 00	8	142,000 00
Wheeling, Pittsburg and Baltimore,	5,500,000 00	5,500,000 00	110,000	50 00	.....	.....
Wilcox,	50,000 00	25,000 00	500	50 00	.....	.....
Wilkes-Barre and Eastern,	3,000,000 00	3,000,000 00	60,000	50 00	.....	.....
Wilkes-Barre and Harvey's Lake,	150,000 00	150,000 00	3,000	50 00	.....	.....
Wilkes-Barre and Scranton,	500,000 00	500,000 00	10,000	50 00	5	25,000 00

b. Stock "authorized" being "unlimited," the amount "outstanding" is inserted.

TABLE A—STOCKS AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Total par value authorized.	Total amount issued and outstanding.	Total number of shares issued and outstanding.	Par value of shares.	Dividends declared during year.	
					Rate.	Amount.
Williamsport and North Branch,	$2,300,000 00	$1,225,362 00	24,479	$50 00	.....	.....
Williams Valley,	120,000 00	90,000 00	1,800	50 00	.....	.....
Wilmington and Northern,	1,500,000 00	1,278,050 00	25,561	50 00	.....	.....
Wind Gap and Delaware,	300,000 00	100,000 00	2,000	50 00	.....	.....
York Southern, a.,	600,000 00	600,000 00	12,000	50 00	.....	.....
Youghiogheny, Northern,	400,000 00	400,000 00	8,000	50 00	10	$40,000 00
Total,	$1,102,054,761 56	$946,312,950 41	.....	.....	.....	$24,527,426 85

a. From November 1st, 1894, to June 30, 1895.

TABLE B.—DEBT AND INTEREST.

Name of Company.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Addison and Pennsylvania,	$380,106 22	$273,290 25	$653,396 47	$18,631 32	$15,911 79	4 and 5
Allegheny and Kinzua,	285,000 00	1,800 00	286,800 20	4,657 56	.....	.....
Allegheny Valley,	16,789,994 59	676,723 08	17,466,717 67	414,054 88	1,126,780 28	various.
Allentown,	.....	12,745 37	12,745 37	26,695 24	.....	.....
Allentown Terminal,	450,000 00	85,935 88	535,935 88	10,790 35	18,000 00	4
Bald Eagle Valley,	340,000 00	.....	340,000 00	392,655 74	20,640 00	6
Baltimore and Cumberland Valley,	72,800 00	.....	72,800 00	2,184 00	4,368 00	6
Baltimore and Cumberland Valley Extension,	230,000 00	9,450 00	239,450 00	16,350 00	13,800 00	6
Baltimore and Harrisburg,	690,000 00	63,361 18	753,361 18	99,327 76	35,560 00	5 and 6
Baltimore and Harrisburg Western Extension,	240,000 00	.....	240,000 00	2,000 00	12,000 00	5
Baltimore and Philadelphia,	4,840,000 00	2,519,278 08	7,359,278 08	.....	217,800 00	4½
Bangor and Portland,	320,000 00	.....	320,000 00	2,579 02	19,200 00	6
Barclay,	68,000 00	.....	68,000 00	24,657 34	3,400 00	5
Bare Rock,	.....	4,821 54	4,821 54	500 00	.....	.....
Beaver and Elwood,	50,000 00	27,285 89	77,285 89	3,961 55	2,500 00	5
Bedford and Bridgeport,	1,700,000 00	.....	1,700,000 00	65,572 02	85,000 00	5
Beech Creek,	5,500,000 00	792,631 85	6,292,631 85	510,395 49	225,000 00	4 and 5
Berlin,	.....	84,362 52	84,362 52	.....	.....	.....
Berlin Branch,	42,900 00	28,564 50	71,464 50	522 62	2,574 00	6
Bloomsburg Belt,	.....	14,085 98	14,085 98	.....	.....	.....
Bloomsburg and Sullivan,	599,000 00	22,457 23	621,457 23	16,639 28	29,950 00	5
Bradford, Bordell and Kinzua,	.....	.....	.....	4,166 58	.....	.....
Bradford and West Pennsylvania,	.....	14,663 74	14,663 74	550 00	.....	.....
Brownstone and Middletown,	.....	1,403 64	1,403 64	239 54	.....	.....

TABLE B—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Bellefonte Central,	$30,000 00	$47,192 60	$77,192 60	.....	$1,500 00	5
Buffalo, Bradford and Pittsburgh,	580,000 00	.....	580,000 00	.....	40,600 00	7
Buffalo, Rochester and Pittsburgh,	10,518,000 00	1,438,020 68	11,956,020 68	$971,457 26	580,580 84	various.
Buffalo and Susquehanna,	1,049,000 00	43,246 08	1,092,246 08	54,233 51	48,630 28	5
Bustleton,	.....	33,245 06	33,245 06	.....	.....	.....
Cambria and Clearfield,	1,279,000 00	31,975 00	1,310,975 00	27,974 22	63,950 00	5
Catasauqua and Fogelsville,	135,000 00	45,649 48	180,649 48	62,866 64	8,100 00	6
Catawassa,*	2,117,000 00	.....	2,117,000 00	.....	.....	.....
Central Pennsylvania and Western,	620,000 00	93,000 00	713,000 00	228 99	31,000 00	5
Central Railroad Company of Pennsylvania,	600,000 00	83,667 78	686,666 78	.....	36,000 00	6
Chambersburg and Gettysburg,	.....	7,862 79	7,862 79	117 84	.....	.....
Chartiers,	500,000 00	7,427 50	507,427 50	45,243 17	35,000 00	7
Cherry Grove,	.....	10,000 00	10,000 00	.....	.....	.....
Chester Creek,	185,000 00	11,190 00	196,190 00	11,190 00	11,100 00	6
Chester and Delaware River,	.....	361,476 96	361,476 96	.....	.....	.....
Chestnut Hill,	.....	174 00	174 00	174 00	.....	.....
Clarion River,	.....	14,000 00	14,000 00	1,971 83	.....	.....
Clearfield and Mahoning,	650,000 00	96,684 05	746,684 05	.....	32,500 00	5
Cleveland and Pittsburgh,	7,986,500 00	334,821 67	8,321,321 67	342,635 21	310,327 50	4½ and 7
Colebrookdale,	600,000 00	412,662 00	1,012,662 00	28,925 08	36,000 00	6
Columbia and Port Deposit,	1,800,000 00	.....	1,800,000 00	33,441 72	72,000 00	4
Connecting,	991,000 00	1,172,250 33	2,163,250 33	360 00	59,460 00	6
Cornwall,	.....	16,000 00	16,000 00	9,046 10	.....	.....
Cornwall and Lebanon,	800,000 00	20,664 33	820,664 33	44,296 41	40,000 00	5
Confluence and Oakland,	200,000 00	84,742 12	284,742 12	.....	10,000 00	5

Coudersport and Port Allegheny,	75,000 00		75,000 00		4,500 00	6
Cresson and Irvona,	500,000 00	10,000 00	510,000 00	6,437 39	20,000 00	4
Cumberland Valley,	270,500 00	105,113 37	375,613 37	260,827 26	21,640 00	8
Delaware and Hudson Canal Company's Railroad,	5,000,000 00	3,648,927 64	8,648,927 64	8,414,910 23	350,000 00	7
Delaware, Lackawanna and Western,	3,067,000 00	6,792,898 80	9,858,898 80	6,961,908 84	214,690 00	7
Delaware, Susquehanna and Schuylkill,	600,000 00	320,449 92	920,449 92	617,051 55	36,000 00	6
Dillsburg and Mechanicsburg,	100,000 00	19,797 23	119,797 23	100 00	6,000 00	6
Downingtown and Lancaster,	300,000 00	209,625 43	509,625 43		12,000 00	4
Dunkirk, Allegheny Valley and Pittsburg,	2,900,000 00	326,402 21	3,226,402 21	32,172 90	203,000 00	7
East Broad Top,	542,888 88	47,159 27	590,048 15		20,029 33	4 and 6
East Mahanoy,		19,918 47	19,918 47	19,875 79		
East Pennsylvania,	495,000 00	45 89	495,045 89		19,800 00	4
Easton and Northern,		79,602 16	79,602 16	6,806 99		
Ebensburg and Black Lick,	100,000 00	2,677 61	102,677 61	102,352 66	5,000 00	5
Elmira and Williamsport,	1,570,000 00	30,095 00	1,600,095 00	38,490 58	88,500 00	5 and 6
Ellwood Connecting,		11,107 52	11,107 52			
Ellwood Short Line,	300,000 00	104,897 24	404,897 24	572 60	15,000 00	5
Emporium and Rich Valley,		18,729 43	18,729 43	238 22		
Engleside,				17,526 33		
Erie and Pittsburgh,	3,395,200 00	13,460 51	3,408,660 51	15,848 85	214,400 00	4 and 7
Erie and Wyoming Valley,	3,000,000 00	636,659 29	3,636,659 29	82,302 63	180,000 00	6
Fairmont, Morgantown and Pittsburgh,	3,000,000 00	323,381 25	3,323,381 25		135,000 00	4½
Fall Brook,	350,000 00	183,196 09	533,196 09	782,583 53	30,000 00	6
Falls Creek,		1,944 07	1,944 07	3,738 47		
Gettysburg and Harrisburg,	567,000 00	149,341 26	716,341 26	561 41	31,750 00	5 and 6
Hanover and New Port,		384,099 86	384,099 86	50,000 00		
Hanover and York,		3,400 05	3,400 05	85 00		
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	58,874 50	758,874 50	60,974 17	28,000 00	4
Hunter's Run and Slate Belt,		22,749 62	22,749 62	16,839 10		
Huntingdon and Broad Top Mountain,	2,280,500 00	79,140 40	2,359,640 00	83,295 01	117,295 00	various.
Ironton,		5,369 43	5,369 43	105,030 04		
Jamestown and Franklin,	798,000 00	1,184,041 55	1,982,041 55	8,576 09	55,860 00	7
Jefferson,	3,100,000 00		3,100,000 00			
Johnsonburg,	200,000 00	18,000 00	218,000 00	7,976 66	12,000 00	6
Johnsonburg and Bradford,	420,000 00	79,396 30	499,396 30			
Junction,	725,000 00	68,862 29	793,862 29	31,570 72	37,125 00	4½ and 6
Kensington and Tacony,				273 37		

*Interest on bonded indebtedness is assumed by Philadelphia and Reading railroad.

TABLE B.—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Kinzua Creek and Kane,	$3,000 00	$10,037 58	$13,037 58	.....	$472 50	7
Kinzua Hemlock,	.....	18,483 35	18,483 35	.....	.....	.....
Kinzua Valley,	.....	13,411 55	13,411 55	$571 30	.....	.....
Kishacoquillas Valley,	3,000 00	761 18	3,761 18	760 01	165 00	5
Lackawanna and Montrose,	.....	4,061 85	4,061 85	48 32	.....	.....
Lancaster, Oxford and Southern,	.....	2,658 91	2,658 91	1,964 57	.....	.....
Lancaster and Reading Narrow Gauge,	.....	801 60	801 60	1,926 76	.....	.....
Lake Shore and Michigan Southern,	45,016,000 00	3,162,096 68	48,178,096 68	4,550,653 55	3,150,662 50	5 and 7
Lehigh and Lackawanna,	600,000 00	.....	600,000 00	.....	42,000 00	7
Lehigh Valley,	34,173,000 00	6,316,620 96	40,489,620 96	3,853,156 56	1,993,560 00	various.
Lewisburg and Tyrone,	.....	301,030 13	301,030 13	1,510 06	.....	.....
Ligonier Valley,	75,000 00	2,379 91	77,379 91	3,423 79	3,750 00	5
Little Saw Mill Run,	140,500 00	340 00	140,840 00	23,659 36	8,711 36	6
Little Schuylkill Navigation,	.....	19,848 19	19,848 19	65,489 72	.....	.....
Loyalsock,	.....	158,284 02	158,284 02	.....	.....	.....
Lykens Valley,	.....	.....	.....	1,675 06	.....	.....
McKeesport Connecting,	.....	27,955 71	27,955 71	21,629 43	.....	.....
Mahoning Valley,	48,000 00	167,564 64	215,564 64	6,939 55	2,800 00	6
Mahoning State Line,	.....	31,394 84	31,394 84	.....	.....	.....
Meadville, Conneaut Lake and Linesville,	200,000 00	.....	20,000 00	.....	8,000 00	4
Middletown and Hummelstown,	.....	34,507 03	34,507 03	.....	.....	.....
Mifflin and Centre County,	200,000 00	12,503 50	212,503 50	9,840 88	12,000 00	6
Mill Creek and Mine Hill,	.....	16,548 75	16,548 75	18,488 91	.....	.....
Mine Hill and Schuylkill Haven,	.....	3,422 13	3,422 13	21,868 59	.....	.....
Monongahela Connecting,	200,000 00	11,924 95	211,924 95	51,361 24	12,000 00	6
Mont Alto,	125,000 00	148,492 17	273,492 17	6,985 36	7,500 00	6

Montour,	100,000 00		100,000 00	4,379 14		
Montrose,		175 08	175 08	2.386 04		
Mount Carbon and Port Carbon,		1,375 94	1,375 94	2,066 75		
Mount Carbon and Natalie,	175,000 00	123,510 20	298,510 20	308,883 76	1,000 00	5
Mount Jewett, Kinzua and Riterville,	70,000 00	23,000 00	93,000 00	29,270 30	4,500 00	6
Mount Jewett and Smethport,		1,378 44	1,378 44	1,922 28		
Mount Penn Gravity,	98,400 00		98,400 00	2,260 28	5,038 08	6
Mount Pleasant and Broadford,				634,245 98		
Nescopec,	200,000 00	92,389 33	292,389 33		10,000 00	
Nesquehoning Valley,		2.817 70	2,817 70	1,179 37		
Neversink Mountain,	59,000 00	103,284 53	162,284 53	2,764 34		
New Castle and Beaver Valley,		1,966 49	1,966 49	82,184 68		
New Castle and Shenango Valley,	250,000 00	9,056 20	259,056 20	4 36	15,000 00	6
New Haven and Dunbar,		22,945 87	22,945 87	21,584 64		
Newport and Sherman's Valley,	142,327 50	92,196 44	234,523 94	7.650 50	6,250 00	5
New York, Lake Erie and Western,	81,537,167 73	5,235,335 52	86,772,503 25	2,260,861 93	4,979,876 49	various.
New York, Lake Erie and Western Coal,	3,000,000 00		3,000,000 00	563,551 54		
New York, Chicago and St. Louis,	19,425,000 00	715,488 23	20,140,488 23	1,052 782 99	777,000 00	4½
New York and North Pennsylvania,	50,000 00	8,167 39	58,167 39		3,000 00	6
New York, Pennsylvania and Ohio,	124,377,345 25	472,063 26	124,849,408 51	2,216,069 86	3,536,590 60	various.
New York, Susquehanna and Western,	12.636,000 00	1,223,063 88	13,859,063 88	441,936 69	643,390 01	various.
Nittany Valley,	75,000 00	7,850 00	82,850 00	2,695 57	4,500 00	6
Northern Central,	14,165,000 00	1,207,353 18	51,234 79			
North Bend and Kettle Creek,		51,234 79	15,372,953 18	1,240.443 13	789,128 75	various.
North East Pennsylvania,	400,000 00	535,761 47	935,761 47	263,764 49	20,000 00	5
North Pennsylvania,	7,200,000 00	183,693 64	7,383,693 64	327,944 38	492,000 00	6 and 7
North and West Branch,	1,500,000 00	62 50	1,500,062 50	655,703 55	90,000 00	6
Ohio and Baltimore Short Line,	500,000 00	1,135,144 47	1,635,144 47		25,000 00	5
Ohio Connecting,		719,447 09	719,447 09	110,798 06		
Olean, Oswago and Eastern,	70,000 00	1,124 61	71,124 61	4,335 54	4,200 00	6
Ontario, Carbondale and Scranton,	1,500,000 00	652,606 67	2,152,606 67	13,733 33	75,000 00	5
Oregon and Texas,	10,000 00	11,484 85	21,484 85			
Pennsylvania,	78,805,840 00	22,406,801 30	101,212,641 30	22,352,003 88	4,157,395 96	various.
Pennsylvania Company,	25,251,570 00	6.110,367 68	31,361,937 68	3,555,070 86	943,457 99	4½ and 6
Pennsylvania and New York Canal and Railroad,	10,000,000 00	100,742 11	10,100,742 11		530,000 00	various.
Pennsylvania, Poughkeepsie and Boston,	1,811,500 00	1,712,092 17	3,523,592 17	8,002 61	107,460 00	4 and 6
Pennsylvania Schuylkill Valley,	7,000,000 00		7,000,000 00	137,677 64	350,000 00	5
Pennsylvania and Northwestern,	2,250,000 00	68,273 42	2,318,273 42	142,614 76	124,790 00	5 and 6
Penn Gas Coal Company's Railroad,	36,000 00	380 69	36,380 69	23,268 80	1,800 00	5
Perkiomen,	1,924,600 00	1,016,767 58	2,941,367 58	68,948 55	96,230 00	5

TABLE B—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Perry County,	$122,700 00	$6,853 74	$129,553 74	$3,349 06	$5,941 75	6
Philadelphia and Baltimore Central,	2,200,000 00	126 00	2,200,126 00	590,983 13	104,000 00	4½ and 5
Philadelphia Belt Line,	.....	.....	.....	35,714 86	.....	.....
Philadelphia and Chester Valley,	380,510 00	76,441 18	456,951 18	4,719 04	18,025 50	4 and 5
Philadelphia and Delaware County,	180,000 00	11,442 62	191,442 62	5,861 76	2,250 00	5
Philadelphia and Erie,	19,799,000 00	58,945 39	19,857,945 39	208,616 05	1,047,470 00	various.
Philadelphia and Frankford,	497,000 00	238,215 65	735,215 65	501,615 98	19,024 70	5
Philadelphia, Germantown and Chestnut Hill,	1,263,000 00	2,160 00	1,265,160 00	44,741 37	48,945 00	4½
Philadelphia, Germantown and Norristown,	.....	7,804 50	7,804 50	33,693 87	.....	.....
Philadelphia, Harrisburg and Pittsburgh,	500,000 00	757,845 75	1,257,845 75	3,008 34	25,000 00	5
Philadelphia, Newtown and New York,	1,600,000 00	141,400 60	1,741,400 60	41,400 60	28,665 00	5
Philadelphia and Reading,	160,820,008 92	13,288,780 41	174,108,789 33	9,056,321 39	4,256,148 53	various.
Philadelphia and Reading Terminal,	.....	2,460,708 98	2,460,708 98	134,026 40	.....	.....
Philadelphia and Trenton,	.....	2,116,670 88	2,116,670 88	320 00	.....	.....
Philadelphia, Wilmington and Baltimore,	5,730,000 00	2,133,436 89	7,863,436 89	2,247,146 55	255,200 00	various.
Pickering Valley,	332,300 00	594,367 67	926,667 67	131 91	23,261 00	7
Pine Creek,	3,505,000 00	324,657 90	3,829,657 90	3,361 59	211,190 00	6
Pittsburgh and Castle Shannon,	225,012 08	62,459 89	287,471 97	14,246 16	12,000 00	6
Pittsburgh, Chartiers and Youghiogheny,	692,000 00	8,304 54	700,304 54	17,817 86	34,200 00	4 and 6
Pittsburgh, Cincinnati, Chicago and St. Louis,	48,073,700 00	3,480,570 02	51,554,270 02	2,499,534 60	2,489,262 50	various.
Pittsburgh and Connellsville,	20,648,224 00	6,392,820 97	27,041,044 97	151,031 03	1,182,493 44	various.
Pittesburgh, Fort Wayne and Chicago,	12,410,000 00	790,114 08	13,200,114 08	797,687 05	868,700 00	7
Pittsburgh Junction,	1,690,000 00	222,208 49	1,912,208 49	122,960 29	92,439 94	5 and 6

Pittsburgh and Lake Erie,	4,000,000 00	852,106 93	4,852,106 93	952,942 81	220,000 00	5 and 6
Pittsburgh, Marion and Chicago,	896,000 00	80,022 74	976,022 74	17,469 73	23,760 00	5 and 6
Pittsburgh, McKeesport and Youghiogheny,	3,750,000 00	.....	3,750,000 00	.....	225,000 00	6
Pittsburgh and Moon Run,	100,000 00	21,886 04	121,886 04	.....	6,000 00	6
Pittsburgh and Northern,	.....	56,374 49	56,374 49	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	4,177,585 08	1,045,511 63	5,223,096 71	312,700 20	159,275 00	5
Pittsburgh, Virginia and Charleston,	3,431,000 00	3,298 00	3,434,298 00	102,670 80	150,000 00	4½
Pittsburgh and Western,	14,157,687 62	3,651,944 34	17,809,631 96	529,790 11	515,190 00	various.
Pittsburgh, Youngstown and Ashtabula,	3,372,000 00	9,317 70	3,381,317 70	480,065 13	189,800 00	various.
Pomeroy and Newark,	.....	220,961 62	220,961 62	.....	.....	.....
Reading and Columbia,	2,000,000 00	1,080,940 04	3,080,940 04	236,442 89	110,000 00	5 and 6
Reading, Marietta and Hanover,	82,587 11	.....	82,587 11	.....	.....	.....
Reynoldsville and Falls Creek,	170,000 00	79,219 54	249,219 54	113,946 63	5,100 00	6
Ridgway and Clearfield,	491,000 00	.....	491,000 00	12,877 45	24,550 00	5
River Front,	300,000 00	.....	300,000 00	2,781 81	13,080 00	4 and 4½
Rochester, Beaver Falls and Western,	.....	.....	.....	573 05	.....	.....
Rupert and Bloomsburg,	.....	36,446 21	36,446 21	15,994 89	.....	.....
Saint Marys and South Western,	.....	165,293 97	165,293 97	100,040 09	.....	.....
Salisbury,	150,000 00	17 50	150,017 50	4,728 65	10,500 00	7
Schuylkill and Lehigh,	1,000,000 00	26,609 95	1,026,609 95	.....	27,000 00	4½
Schuylkill and Lehigh Valley,	2,000,000 00	.....	2,000,000 00	.....	100,000 00	5
Schuylkill River, East Side,	4,500,000 00	.....	4,500,000 00	238,906 92	225,000 00	5
Schuylkill Valley Navigation Railroad,	.....	14,826 05	14,826 05	1,037 67	.....	.....
Shamokin, Sunbury and Lewisburg,	2,000,000 00	254 45	2,000,250 45	620,429 63	110,000 00	5 and 6
Shamokin Valley and Pottsville,	2,000,000 00	72,681 80	2,072,681 80	72,763 01	140,000 00	7
Sharon,	164,000 00	.....	164,000 00	1,644 55	7,380 00	4½
Sharpsville,	.....	135,174 85	135,174 85	5,401 77	.....	.....
Sheffield and Spring Creek,	.....	26,950 50	26,950 50	.....	.....	.....
Slate Run,	.....	12,715 97	12,715 97	16,615 04	.....	.....
Somerset and Cambria,	636,000 00	.....	636,000 00	274,284 89	32,550 00	5 and 6
South Chester,	.....	.....	.....	81,190 21	.....	.....
South Easton and Philipsburg,	.....	7,899 12	7,899 12	.....	.....	.....
South Fork,	.....	11,244 97	11,244 97	1,043 63	.....	.....
Southwest Pennsylvania,	900,000 00	3,745 00	903,745 00	1,138,992 73	63,000 00	7
Southern Pennsylvania Railway and Mining Company,	625,000 00	259,947 76	884,947 76	.....	43,750 00	7
State Line and Sullivan,	280,000 00	23,279 32	303,279 32	136,080 59	16,800 00	6
Stewartstown,	.....	14,000 00	14,000 00	1,050 00	.....	.....
Stony Creek,	350,000 00	626,892 36	976,892 36	16,472 57	24,500 00	7
Sugar Run,	.....	804 57	804 57	8,384 72	.....	.....

TABLE B.—DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Sunbury, Hazleton and Wilkes-Barre, ...	$2,350,000 00	$3,082 35	$2,353,082 35	$171,903 09	$131,000 00	5 and 6
Sunbury and Lewistown, ...	500,000 00	.....	500,000 00	92,174 69	35,000 00	7
Susquehanna and Buffalo, ...	.....	4,717 18	4,717 18	.....	.....	.....
Susquehanna and Clearfield ,.....	285,000 00	120,986 60	405,986 60	3,610 98	14,250 00	5
Tamaqua, Hazleton and Northern, ...	.....	65,761 25	65,751 25	2,744 45	.....	.....
Tiadaghton and Fahnestalk, ...	.....	.....	.....	24 58	.....	.....
Tioga, ...	789,500 00	342 00	789,842 00	1,612,167 04	39,275 00	5 and 7
Tionesta Valley, ...	.....	2,029 00	2,029 00	20,098 71	.....	.....
Tionesta Valley and Salmon Creek, ...	.....	10,952 75	10,952 75	.....	.....	.....
Tipton, ...	.....	1,066 98	1,066 98	11,165 79	.....	.....
Trenton Cut-Off, ...	1,200,000 00	1,305 28	1,201,305 28	.....	.....	.....
Trexcow, ...	.....	144,014 62	144,014 62	.....	.....	.....
Tyrone and Clearfield, ...	1,000,000 00	25,000 00	1,025,000 00	35,000 00	50,000 00	5
Warren and Farnsworth, ...	98,900 00	11,055 14	109,955 14	9,741 92	6,923 00	7
West Chester, ...	75,000 00	105 00	75,105 00	105 00	3,750 00	5
Western Maryland, ...	4,783,272 00	788,432 70	5,571,704 70	374,973 01	226,456 32	various.
Western New York and Pennsylvania, ...	30,185,962 68	961,832 44	31,147,795 12	680,150 77	508,710 00	5 and 7
Western Pennsylvania, ...	4,435,000 00	54,978 75	4,489,978 75	1,229,020 04	186,100 00	4 and 6
Wheeling, Pittsburgh and Baltimore, ...	5,500,000 00	503,442 35	6,003,442 35	.....	275,000 00	5
Wilcox, ...	.....	.....	.....	3,374 40	.....	.....
Wilkes-Barre and Eastern, ...	3,000,000 00	161,102 92	3,161,102 92	.....	150,000 00	5
Wilkes-Barre and Harvey's Lake, ...	.....	193,521 25	193,521 25	.....	.....	.....
Wilkes-Barre and Scranton, ...	500,000 00	84,855 91	584,855 91	.....	22,500 00	4½
Williamsport and North Branch, ...	1,125,000 00	155,383 74	1,280,383 74	25,978 60	56,250 00	5
Williams Valley, ...	87,000 00	60,855 21	147,855 21	52,384 18	2,850 00	6

Wilmington and Northern,	771,000 00	227,131 74	998,131 74	210,173 35	38,550 00	5
Wind Gap and Delaware,	.....	129,241 66	129,241 66	50,000 00	.....	.....
York Southern,	399,950 00	6,665 96	406,615 96	4,274 08	12,497 50	5
Youghiogheny, Northern,	.....	421 50	421 50	16,200 11	.....	.....
Total,	$962,284,539 66	$123.907,682 22	$1,086,192,221 88	$92,792,157 71	$33,066,614 51	.....

TABLE C—COST OF ROAD AND EQUIPMENT.

Name of Company.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1895.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Addison and Pennsylvania	$1,357,641 75	$23,899 39	$1,424,787 38	$33,113 21	$582 91
Allegheny and Kinzua,	.....	.....	1,000,642 92	.....	.....
Allegheny Valley,	41,207,773 87	1,691,915 27	42,899,689 14	158,308 77	6,499 87
Allentown,	1,085,747 94	.....	1,085,747 94	241,277 32	.....
Allentown Terminal,	984,145 53	.....	984,145 53	.....	.....
Arnot and Pine Creek,	258,350 74	.....	258,350 74	21,838 61	.....
Bald Eagle Valley,	1,896,376 35	.....	1,896,376 35	21,052 13	.....
Baltimore and Cumberland Valley,	149,500 00	.....	149,500 00	32,857 14	.....
Baltimore and Cumberland Valley Extension,	500,000 00	.....	500,000 00	18,853 70	.....
Baltimore and Harrisburg,	.....	.....	1,404,489 47	.....	.....
Baltimore and Harrisburg Western Extension,	480,000 00	.....	480,000 00	.....	.....
Baltimore and Philadelphia,	9,840,000 00	20,953 83	9,860,953 83	165,935 92	353 35
Bangor and Portland,	410,831 77	109,475 00	520,306 77	12,637 08	3,367 43
Barclay,	450,000 00	32,995 23	482,995 23	32,097 00	2,374 59
Bare Rock,	18,587 20	6,614 60	25,201 80	.....	.....
Beaver and Elwood,	108,296 05	8,730 38	117,026 43	21,659 21	1,746 08
Bedford and Bridgeport,	2,305,188 87	.....	2,305,188 87	46,882 02	.....
Beech Creek,	.....	.....	10,731,358 40	.....	.....
Berlin,	50,425 09	.....	50,425 09	6,303 14	.....
Berlin Branch,	77,326 19	.....	77,326 19	11,046 60	.....
Bloomsburg Belt,	24,085 98	.....	24,085 98	30,107 48	.....
Bloomsburg and Sullivan,	1,201,343 49	.....	1,201,343 49	.....	.....
Bradford, Bordell and Kinzua,	524,197 94	91,052 73	615,250 67	.....	.....
Bradford and West Pennsylvania,	35,746 17	8,867 95	44,614 12	5,106 59	1,266 85
Brockport and Shawmut,	21,195 26	.....	21,195 26	5,652 07	.....
Brownstone and Middletown,	20,000 00	7,550 00	27,550 00	8,000 00	3,020 00

Bellefonte Central,	574,810 24		574,810 24		
Buffalo, Bradford and Pittsburgh.	3,114,975 97		3,114,975 97	119,010 97	
Buffalo, Rochester and Pittsburgh,	18,013,548 36	4,109,834 47	22,123,382 83	63,172 19	14,412 88
Buffalo and Susquehanna,	2,220,000 00		2,220,000 00	29,552 00	
Bustleton,	100,000 00		100,000 00	24,039 00	
Cambria and Clearfield,	2,567,276 44		2,567,276 44	26,274 44	
Catasauqua and Fogelsville,	576,919 99	135,150 00	712,069 99	21,210 29	4,968 75
Catawissa,			6,706,668 08		
Central Pennsylvania and Western,	5,620,650 00	620,000 00	6,240,650 00		
Central Railroad Company of Pennsylvania,	978,273 05	59,221 89	1 037,494 94		
Chambersburg and Gettysburg,	195,760 00	4,240 00	200,000 00	19,576 00	424 00
Chartiers,	1,134,543 26		1,134,543 26	49,848 12	
Chester Creek,	457,100 00		457,100 00	68,326 00	
Chester and Delaware River,	359,712 75		359,712 75	63,108 00	
Clarion River.	138,288 02	15.829 78	154,117 80	11,524 00	1,319 15
Clearfield and Mahoning,	1,298 684 05	98,000 00	1,396,684 05	50,200 39	5,788 17
Cleveland and Pittsburgh,	14,759,314 84	3,905,786 01	18,665,100 85	74,414 21	19,692 38
Colebrookdale,	672,341 93		672.341 93	52,526 74	
Columbia and Port Deposit,	2,811,179 66		2,811.179 66	64.589 28	
Connecting,	3,441,190 33		3,441,190 33	509,805 97	
Cornwall,	677,694 45	189,941 41	867,635 86	53,488 12	14,991 43
Cornwall and Lebanon,	1,385,893 47	193,338 64	1,579,232 11	55,680 73	7,767 72
Confluence and Oakland,	231,897 18		231,897 18	11,771 44	
Coudersport and Pine Creek,	51,500 00		51,500 00	10,300 00	
Coudersport and Port Allegheny,	252,000 00	25,500 00	277,500 00	14,823 00	1,501 00
Cresson and Irvona,	1,000,000 00		1,000,000 00	34,855 35	
Cumberland Valley,	1,825,871 28	266,732 52	2,092,603 80		
Delaware and Hudson Canal Company's Railroad,	4,019,734 07	1,863,065 79	5,882,799 86	53,739 76	15,616 65
Delaware, Lackawanna and Western,	17,305,545 00	8,404,529 82	25,710,074 92	88,924 23	43,186 52
Delaware, Susquehanna and Schuylkill,	1,177,125 95	974,039 27	2,151,165 22	24,518 35	20,288 26
Dillsburg and Mechanicsburg,	215,793 53		215,793 53	28,025 13	
Downingtown and Lancaster,	714,627 69		714,627 69	19,016 17	
Dunkirk, Allegheny Valley and Pittsburgh,	4,278,531 67	262,725 00	4,541,256 67	47,224 41	2,899 83
East Broad Top,	943,943 00	190 928 80	1.134,871 80	30.351 86	6.139 19
East Mahanoy,	497,792 68		497,792 68	35,304 44	
East Pennsylvania,	1,905,586 01		1,905,586 01	52,932 94	
Easton and Northern,	279,599 50		279,599 50	34,777 00	
Ebensburg and Black Lick,	344,790 34		344,790 34	23,696 93	
Elmira and Williamsport,	2,21 ,000 00	352,000 00	2,570,000 00	29,377 48	4,662 25
Ellwood Connecting,	63,443 48		63,443 48	93,229 23	
Ellwood Short Line,	716.839 66		716.839 66	224,012 39	

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1895.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Emporium and Rich Valley,	$93,178 61	$24,546 05	$117,724 66	$6,426 11	$1,692 83
Engleside,	12,306 25	.....	12,306 25	72,389 71	.....
Erie and Pittsburgh,	3,200,280 66	1,895,725 18	5,096,005 84	37,886 59	22,442 59
Erie and Wyoming Valley,	5,319,700 07	114,475 60	5,434,195 67	68,009 46	1,463 50
Fairmont, Morgantown and Pittsburgh,	2,414,585 10	.....	2,414,585 10	41,919 88	.....
Fall Brook,	2,800,351 32	2,175,715 66	4,976,066 98	27,808 85	21,605 92
Falls Creek,	28,285 46	.....	28,285 46	9,428 49	.....
Gettysburg and Harrisburg,	1,118,284 59	95,302 93	1,213,587 52	32,320 36	2,754 42
Hanover and New Port,	385,976 96	.....	385,976 96	56,677 95	.....
Hanover and York,	532,276 48	.....	532,276 48	19,250 50	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,881,210 09	.....	1,881,210 09	35,005 77	.....
Hunter's Run and Slate Belt,	49,548 79	6,589 14	56,137 93	9,008 87	1,198 03
Huntingdon and Broad Top Mountain,	5,926,905 83	9,815 00	5,936,720 83	.....	.....
Ironton,	183,000 00	17,000 00	200,000 00	20,333 33	1,888 89
Jamestown and Franklin,	2,656,265 25	.....	2,656,265 25	52,175 70	.....
Jefferson,	6,576,958 13	.....	6,576,958 13	147,168 41	.....
Johnsonburg,	400,953 34	.....	400,953 34	20,363 30	.....
Johnsonburg and Bradford,	919,396 30	.....	919,396 30	46,907 97	.....
Junction,	1,034,829 40	.....	1,034,829 40	290,682 42	.....
Kensington and Tacony,	354,634 78	.....	354,634 78	51,545 75	.....
Kinzua Creek and Kane,	56,380 12	22,362 47	78,742 59	.....	.....
Kinzua Hemlock,	137,225 02	.....	137,225 02	11,619 00	.....
Kinzua Valley,	113,412 71	.....	113,412 71	11,341 27	.....
Kishacoquillas Valley,	74,609 26	4,353 00	78,962 26	8,010 00	.....
Lackawanna and Montrose,	141,879 83	.....	141,879 83	13,538 00	.....
Lancaster, Oxford and Southern,	119,685 59	.....	119,685 59	5,984 28	.....

Lancaster and Reading Narrow Gauge,	300,000 00	50,000 00	350,000 00		
Lake Shore and Michigan Southern,	66,700,000 00	17,300,000 00	84,000,000 00	77,634 87	20,136 18
Lehigh and Lackawanna,	970,500 00		970,500 00	38,511 90	
Lehigh and Susquehanna,	15,222,221 82		15,222,221 82	94,706 78	
Lehigh Valley,	18,307,160 34	21,528,364 48	39,835,524 82	56,189 00	66,072 00
Lewisburg and Tyrone,	1,566,287 94		1,566,287 94	18,461 66	
Ligonier Valley,	249,148 88	30,440 20	279,589 08	23,728 45	2,899 06
Litttle Saw Mill Run,	191,642 61	146,382 31	338,024 92	63,880 87	
Little Schuylkill Navigation,	2,405,943 75		2,405,943 75	77,361 53	
Loyalsock,	458,284 02		458,284 02	10,809 00	
Lykens Valley,	578,767 24	17,000 00	595,767 24	29,379 05	862 95
McKeesport Connecting,	19,143 16	32,907 49	52,050 65	17,725 15	30,469 89
Mahoning Valley,	71,975 04	209,815 07	281,790 11	14,599 39	42,558 83
Mahoning State Line,	92,144 84		92,144 84	29,252 33	
Martin's Creek,	30,000 00		30,000 00	200,000 00	
Meadville, Conneaut Lake and Linesville,	400,000 00		400,000 00		
Middletown and Hummelstown,	187,430 29		187,430 29	28,398 53	
Mifflin and Centre County,	372,439 39		372,439 39	29,962 94	
Mill Creek and Mine Hill,	323,045 00		323,045 00	10,032 00	
Mine Hill and Schuylkill Haven,	4,165,572 49		4,165,572 49	80,416 46	
Monongahela Connecting,	711,305 99	40,041 75	751,347 74	227,254 31	12,792 89
Mont Alto,	218,204 75	16,795 25	235,000 00	12,197 02	938 81
Montour,	117,029 29	82,970 71	200,000 00		
Montrose,	332,486 18	48,317 51	380,803 69	11,874 40	1,725 58
Mount Carbon and Port Carbon,	281,815 45		282,815,45	14,284 00	
Mount Carbon and Natalie,	123,774 75		123,774 75	17,682 10	
Mount Jewett, Kinzua and Riterville,	76,021 97		76,021 97	9,809 00	
Mount Jewett and Smethport,	46,110 06	13,050 76	59,160 82	9,220 01	2,610 15
Mount Penn Gravity,	114,261 71	29,488 95	143,750 66	14,282 72	3,686 12
Mount Pleasant Broadford,	203,983 07		203,983 07	21,029 18	
Mount Pleasant and Latrobe,	8,217 49	4,812 85	13,030 34		
Nescopec,	460,395 28		460,395 28	38,494 58	
Nesquehoning Valley,	1,420,238 33		1,420,238 33	85,248 40	
Neversink Mountain,	161,211 19	65,428 70	226,639 89	20,151 39	8,178 59
New Castle and Beaver Vallley,	700,000 00		700,000 00	46,729 00	
New Castle and Shenango Valley,	541,093 40		541,093 40	33,390 71	
New Haven and Dunbar,	8,000 00		8,000 00		
Newport and Sherman's Vallley,	299,626 29	49,401 45	349,027 74	9,769 36	1,610 74
New York, Lake Erie and Western,	154,719,290 63	9,614,645 39	164,333,936 02		
New York, Lake Erie and Western Coal,	2,230,635 23		2,230,635 23	51,827 02	
New York, Chicago and St. Louis,	46,086,157 92	3,720,846 50	49,807,004 42	91,700 97	7,403 63

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TABLE C.—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1895.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
New York and North Pennsylvania,	$109,060 10		$109,060 10	$21,812 02	
New York, Pennsylvania and Ohio,	169,438,777 30	$3,438 00	169,422,215 30		
New York, Susquehanna and Western,	31,158,984 63	2,487,654 20	33,646,638 83	226,396 75	$18,074 94
Nittany Valley,	167,686 82	14,573 83	182,260 65	29,837 52	2,953 26
Northern Central,	15,294,428 13	5,316,960 48	20,611,388 61	103,173 42	35,867 24
North Bend and Kettle Creek,	126,326 54	26,346 00	152,672 54		
North East Pennsylvania,	716,660 43		716,660 43	27,994 55	
North Pennsylvania,	10,329,190 48	1,750,935 65	12,080,126 13	119,550 81	20,265 45
North and West Branch,	3,301,797 05		3,301,797 05	69,046 36	
Ohio and Baltimore Short Line,	1,544,280 38		1,544,280 38	166,051 63	
Ohio Connecting,	1,320,000 00		1,320,000 00	403,669 72	
Olean, Oswago and Eastern,	140,000 00		140,000 00	10,000 00	
Ontario, Carbondale and Scranton,	3,750,523 16		3,750,523 16	69,894 21	
Oregon and Texas,	41,534 85	5,950 00	47,484 85		
Pennsylvania,	74,604,958 87	38,376,747 04	112,981,705 91	141,115 53	72,589 74
Pennsylvania Company ,	1,246,265 13	5,728,366 65	6,974,631 78		
Pennsylvania and New York Canal and Railroad,	8,138,808 15		8,138,808 15	58,646 00	
Pennsylvania, Poughkeepsie and Boston,	3,822,871 81	245,436 18	4,068,313 99	78,708 62	5,053 25
Pennsylvania Schuylkill Valley,	14,112,786 63		14,112,786 63	108,376 49	
Pennsylvania and Northwestern,	4,113,687 86	372,204 10	4,485,891 96		
Penn Gas Coal Company's Railroad,	347,148 62	30,738 62	377,887 24	34,714 86	3,073 86
People's,	99,246 07	27,287 29	126,533 36		
Perkiomen,	2,085,578 35	4,257 03	2,089,835 38	54,170 87	110 57
Perry County,	212,591 21	8,128 50	220,727 71	9,384 75	359 61
Philadelphia and Baltimore Central,	4,058,719 69		4,058,719 69		
Philadelphia Belt Line,	164,285 14		164,285 14		

Philadelphia and Chester Valley,	1,088,838 30	.....	1,088,838 30	50,643 64	.....
Philadelphia and Delaware County,	528,888 24	.....	528,888 24	53,261 65	.....
Philadelphia and Erie,	30,466,182 05	.....	30,466,182 05	105,947 22	.....
Philadelphia and Frankford,	733,599 67	.....	733,599 67	282,153 72	.....
Philadelphia, Germantown and Chestnut Hill,	2,525,697 59	.....	2,525,697 59	182,097 88	.....
Philadelphia, Germantown and Norristown,	1,639,872 33	367,988 09	2,007,860 42	79,605 45	17,863 49
Philadelphia, Harrisburgh and Pittsburgh,	3,254,837 41	.....	3,254,837 41	80,168 41	.....
Philadelphia, Newtown and New York,	3,200,000 00	.....	3,200,000 00	.....	.....
Philadelphia and Reading,	88,088,121 68	21,784,278 25	109,872,399 93	269,382 63	66,618 59
Philadelphia and Reading Terminal,	10,461,361 16	.....	10,461,361 16	.....	.....
Philadelphia and Trenton,	3,974,348 88	.....	3,974,348 88	149,975 43	.....
Philadelphia, Wilmington and Baltimore,	15,432,299 22	.....	15,432,299 22	132,137 76	.....
Pickering Valley,	481,399 08	.....	481,399 08	.....	.....
Pine Creek,	4,678,580 47	.....	4,678,580 47	62,547 86	.....
Pittsburgh and Castle Shannon,	365,038 47	33,276 93	398,315 40	56,213 03	5,119 64
Pittsburgh, Chartiers and Youghiogheny,	1,178,061 77	221,316 35	1,399,378 12	74,845 09	14,060 76
Pittsburgh, Cincinnati, Chicago and St. Louis,	93,615,304 27	.....	93,615,304 27	.....	.....
Pittsburgh and Connellsville,	15,256,227 06	1,734,411 53	16,990,638 59	102,528 40	11,656 00
Pittsburgh, Fort Wayne and Chicago,	38,802,047 04	11,369 781 03	50,171,828 07	82,576 87	24,196 69
Pittsburgh Junction,	3,524,069 89	80,121 61	3,604,191 50	512,965 00	11,663 00
Pittsburgh and Lake Erie,	6,514,897 57	2,718,707 49	9,233,605 06	91,360 22	38,125 19
Pittsburgh, Marion and Chicago,	1,459,457 70	37,204 53	1,496,662 23	58,378 30	1,488 18
Pittsburgh, McKeesport and Youghiogheny,	7,326,603 21	383,046 79	7,709,650 00	76,574 03	4,003 41
Pittsburgh and Moon Run,	168,557 07	11,900 00	180,457 07	.....	.....
Pittsburgh and Northern,	150,000 00	.....	150,000 00	.....	.....
Pittsburgh, Shenango and Lake Erie,	8,611,570 51	1,033,994 50	9,645,565 05	56,857 06	6,826 85
Pittsburgh, Virginia and Charleston,	7,229,832 18	.....	7,229,832 18	93,493 24	.....
Pittsburgh and Western,	23 286,402 04	1,856,362 02	25,142,764 06	110,729 44	8,827 21
Pittsburgh, Youngstown and Ashtabula,	5,718,341 58	687,000 00	6,405,341 58	45,713 82	5,492 04
Plymouth,	286,545 19	.....	286,545 19	32,196 09	.....
Pomeroy and Newark,	502,056 25	.....	502,056 25	18,803 60	.....
Reading and Columbia,	322 587 11	245,241 18	2,444,448 71	41,730 69	4,653 53
Reading, Marietta and Hanover,	322,587 11	.....	332,587 11	52,791 60	.....
Reynoldsville and Falls Creek,	337,047 73	26,051 32	363,099 05	23,244 69	1,796 64
Ridgway and Clearfield,	987,503 20	.....	987,503 20	36,265 26	.....
River Front,	627,892 88	.....	627,892 88	162,666 55	.....
Rochester, Beaver Falls and Western,	48,125 76	.....	48,125 76	87,501 37	.....
Rupert and Bloomsburg,	60,832 82	.....	60,832 82	38,020 51	.....
Saint Mary's and South Western,	304,380 95	109.028 68	413,409 63	12,423 71	4,449 47
Salisbury,	263,350 31	11,840 72	275,191 03	22,508 58	1,012 03
Schuylkill and Lehigh,	1,076,609 95	.....	1,076,609 95	24,468 41	.....

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1895.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Schuylkill and Lehigh Valley,	$4,000,000 00		$4,000,000 00	$94,764 26	
Schuylkill River, East Side,	9,000,000 00		9,000,000 00	818,181 82	
Schuylkill Valley Navigation Railroad,	576,840 94		576,840 94	18,851 00	
Shamokin, Sunbury and Lewisburg,	3,379,820 82		3,379,820 82	108,677 84	
Shamokin Valley and Pottsville,	1,208,050 00		1,208,050 00	40,565 82	
Sharon,	617,345 20		617,345 20	26,508 03	
Sharpsville,	422,590 24	$26,856 19	449,446 43	21,418 66	$1,361 18
Sheffield and Spring Creek,	38,950 50		38,950 50	4,733 33	
Shenango Valley,	127,787 33		127,787 33		
Slack Water Connecting,	4,800 00	5,200 00	10,000 00		
Slate Run,	65,757 31	15,242 69	81,000 00	4,383 82	1,016 18
Somerset and Cambria,	1,340,835 26		1,340,835 26	29,730 31	
South Chester,	168,809 79		168,809 79	44,658 67	
South Easton and Philipsburg,	82,899 12		82,899 12	248,697 00	
South Fork,	96,789 42		96,789 42	11,919 88	
Southwest Pennsylvania,	2,515,105 16		2,515,105 16	22,482 39	
Southern Pennsylvania Railway and Mining Company,	1,425,000 00		1,425,000 00	66,588 79	
State Line and Sullivan,	1,249,151 78		1,249,151 78	52,048 00	
Stewart,	7,114 20		7,114 20		
Stewartstown,	91,454 02	8,148 48	99,602 50		
Stony Creek,	548,922 54	397 34	549,319 88	53,293 45	38 58
Sugar Run,	44,500 00	5,500 00	50,000 00	5,562 50	687 50
Sunbury, Hazleton and Wilkes-Barre,	3,535,123 71		3,535,123 71	81,379 45	
Sunbury and Lewistown,	1,100,000 00		1,100,000 00	25,315 00	
Susquehanna and Buffalo,	30,847 67	801 29	31,648 96		

Susquehanna and Clearfield,	570,912 55	.....	570,912 55	22,928 25	.....
Tamaqua, Hazleton and Northern,	360,999 97	.....	360,999 97	36,464 64	.....
Tiadaghton and Fahnestalk,	57,036 95	7,010 92	64,047 67	.....	.....
Tioga,	1,471,723 93	.....	1,471,723 93	31,725 02	.....
Tionesta Valley,	297,814 72	57,962 31	355,777 03	5,439 53	1,058 67
Tionesta Valley and Hickory,	33,000 00	.....	33,000 00	.....	.....
Tionesta Valley and Salmon Creek,	27,952 75	.....	27,952 75	4,659 00	.....
Tipton,	43,250 00	.....	43,250 00	9,740 99	.....
Trenton Cut-Off,	1,301,158 03	.....	**1,301,158 03**	**82,876 30**	.....
Trexcow,	274,014 62	.....	274,014 62	36,245 32	.....
Tyrone and Clearfield,	2,113,258 34	.....	2,113,258 34	15,762 35	.....
Ursini and North Fork,	27,000 00	3,000 00	30,000 00	.....	.....
Warren and Farnsworth,	201,722 59	57,484 96	259,207 55	7,165 99	2,042 99
West Chester,	240,000 00	.....	240,000 00	45,977 00	.....
Western Maryland,	4,329,290 95	1,077,227 36	5,406,518 31	48,103 23	11,969 19
Western New York and Pennsylvania,	47,732,803 18	3,648,275 87	51,381,079 05	75,406 08	5,763 38
Western Pennsylvania,	6,630,305 97	.....	6,630,305 97	54,973 10	.....
Wheeling, Pittsburgh and Baltimore,	7,168,687 07	.....	7,168,687 07	116,000 00	.....
Wilcox,	21,625 60	.....	21,625 60	8,160 60	.....
Wilkes-Barre and Eastern,	6,060,243 08	.....	6,060,243 08	93,378 17	.....
Wilkes-Barre and Harvey's Lake,	343,521 25	.....	343,521 25	22,629 00	.....
Wilkes-Barre and Scranton,	1,084,855 91	.....	1,084,855 91	223,681 62	.....
Williamsport and North Branch,	1,946,771 70	65,138 08	2,011,909 78	43,261 59	1,447 51
Williams Valley,	204,168 82	.....	204,168 82	.....	.....
Wilmington and Northern,	2,207,377 68	457,289 32	2,664,667 00	24,967 51	5,172 37
Wind Gap and Delaware,	179,241 66	.....	179,241 66	18,459 49	.....
York Southern,	1,000,764 95	.....	1,000,764 95	24,408 89	.....
Youghiogheny, Northern,	400,000 00	.....	400,000 00	.....	.....
Total,	$1,272,343,103 27	$183,585,811 38	$1,579,857,035 10	.....	.....

TABLE D.—MILEAGE.

Name of Company.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Penna.	Miles of new line constructed during the the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Addison and Pennsylvania,	41.00	.....	.....	5.00	.....	.....	46.00	36.00	.....	49.51
Allegheny and Kinzua,	25.00	21.00	.....	.....	.....	.....	46.00	27.00	.....	46.00
Allegheny Valley,	242.20	18.10	.....	.....	.....	.....	260.30	260.30	.....	385.87
Allentown,	4.50	.....	.....	.....	.....	.....	o	.....	.....	.....
Allentown Terminal,	3.39	.....	.....	.....	.....	.....	o	.....	.....	.....
Arnot and Pine Creek,	11.83	4.48	.....	.....	.....	.....	w	.....	.....	.....
Bald Eagle Valley,	51.20	38.88	.....	.....	.....	.....	n	.....	.....	.....
Baltimore and Cumberland Valley,.	4.55	.....	.....	.....	.....	.....	q	.....	.....	.....
Baltimore and Cumberland Valley Extension,	26.52	.....	.....	.....	.....	.....	q	.....	.....	.....
Baltimore and Harrisburg,	58.70	7.30	.....	30.07	.....	12.00	108.07	83.97	.....	117.00
Baltimore and Harrisburg Western Extension,	15.00	.....	.....	.....	.....	.....	b	.....	.....	.....
Baltimore and Philadelphia,	59.30	.....	.....	.....	.....	.....	59.30	20.40	.....	119.05
Bangor and Portland,	27.97	4.54	.....	8.00	.....	.....	40.51	40.51	.....	40.51
Barclay,	14.02	.....	.....	.....	.....	.....	14 02	14.02	.....	14.02
Bare Rock,	2.50	.....	.....	.....	.....	.....	2.50	2.50	.....	2.50
Beaver and Elwood,	3.00	.....	.....	.....	.....	.....	3.00	3.00	.....	5.00
Bedford and Bridgeport,	38.70	10.47	.....	.....	.....	.....	n	.....	.....	.....
Beech Creek,	113.02	36.71	.....	.....	.....	36.19	185.92	185.92	.....	269.45
Berlin,	8.00	.....	.....	.....	.....	.....	8.00	8.00	.....	8.00
Berlin Branch,	7.00	.....	.....	.....	.....	.....	7.00	7.00	.....	7.00
Bloomsburg Belt,	.80	.....	.....	.....	.....	.....	&	.....	.....	.....
Bloomsburg and Sullivan,	30.00	.....	.....	.....	.....	.....	30.00	30.00	.....	36.02
Bradford, Bordell and Kinzua,	25.23	6.87	.....	.....	.....	.....	32.10	32.10	.....	39.02
Bradford and West Pennsylvania,.	4.80	1.00	.....	.....	.....	.....	5.80	5.80	.....	7.00

Brockport and Shawnut,	3.75	3.66	.....	.....	.....	.....	r	.....	.....	.....
Brownstone and Middletown,	2.50	.....	.....	.....	.....	.....	2.50	2.50	.....	4.33
Bellefonte Central,	20.00	5.50	.....	.....	.....	.....	25.50	25.50	.....	28.75
Buffalo, Bradford and Pittsburgh,	18.17	11.59	.....	.....	.....	.....	r	.....	.....	.....
Buffalo, Rochester and Pittsburgh,	240.09	14.13	30.93	25.87	.....	24.76	335.78	154.27	.....	481.96
Buffalo and Susquehanna,	62.89	12.23	.....	.....	.....	.....	75.12	75.12	.....	83.87
Bustleton,	4.16	.....	.....	.....	.....	.....	n	.....	.....	.....
Cambria and Clearfield,	48.35	49.36	.....	.....	.....	.....	n	.....	.....	.....
Catasauqua and Fogelsville,	27.20	.....	.....	.....	.....	.....	27.20	27.20	.....	33.40
Catawissa,	96.50	.....	.....	.....	.....	.....	o	.....	.....	.....
Central Pennsylvania and Western,	30.00	.....	.....	.....	.....	.....	31.00	31.00	.....	31.00
Central Railroad Company of Pennsylvania,	27.30	4.00	.....	5.00	2.00	.....	38.30	38.30	.....	38.30
Chambersburg and Gettysburg,	10.00	.....	.....	.....	.....	.....	10.00	10.00	.....	10.50
Chartiers,	22.76	.....	.....	.....	.....	.....	a	.....	.....	.....
Cherry Grove,	11.00	.....	.....	.....	.....	.....	l	.....	.....	.....
Chester Creek,	6.69	.....	.....	.....	.....	.....	h	.....	.....	.....
Chester and Delaware River,	5.70	.....	.....	.....	.....	.....	5.70	5.70	.....	10.70
Chestnut Hill,	4.00	.....	.....	.....	.....	.....	o	.....	.....	.....
Clarion River,	12.00	.....	.....	.....	.....	.....	12.00	12.00	.....	12.00
Clearfield and Mahoning,	25.87	.....	.....	.....	.....	.....	dd	.....	.....	.....
Cleveland and Pittsburgh,	198.34	.....	.....	.....	.....	.....	s	.....	.....	.....
Colebrookdale,	12.80	.....	.....	.....	.....	.....	o	.....	.....	.....
Columbia and Port Deposit,	43.53	.....	.....	.....	.....	.....	n	.....	.....	.....
Connecting,	6.75	.....	.....	.....	.....	.....	n	.....	.....	.....
Cornwall,	12.67	.....	.....	.....	.....	.....	12.67	12.67	.....	28.38
Cornwall and Lebanon,	21.66	3.23	.....	.....	.....	.....	24.89	24.89	.....	45.86
Confluence and Oakland,	19.70	.....	.....	.....	.....	.....	19.70	12.50	.....	19.70
Coudersport and Pine Creek,	5.00	.....	.....	.....	.....	.....	c	.....	.....	.....
Coudersport and Port Allegheny,	17.00	.....	.....	5.00	.....	.....	22.00	22.00	.....	22.00
Cresson and Irvona,	26.67	2.02	.....	.....	.....	.....	n	.....	.....	.....
Cumberland Valley,	82.18	.....	.....	62.75	.....	.....	144.93	97.30	.....	208.25
Delaware and Hudson Canal Company's Railroad,	38.78	1.80	.....	22.49	.....	39.40	102.47	84.82	.....	364.04
Delaware, Lackawanna and Western,	194.61	.....	.....	576.88	.....	.....	771.49	201.02	.....	1,892.63
Delaware, Susquehanna and Schuylkill,	30.63	17.38	.....	.41	1.34	132.88	182.64	122.64	.....	335.69
Dillsburg and Mechanicsburg,	7.70	.....	.....	.....	.....	.....	w	.....	.....	.....
Downingtown and Lancaster,	37.58	.....	.....	.....	.....	.....	n	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburgh,	90.60	.....	.....	.....	.....	.....	90.60	48.30	.....	106.80

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Penna.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
East Broad Top,	31.10	.....	.....	11.16	.....	.....	42.26	42.26	.....	51.11
East Mahonoy,	14.10	.....	.....	.....	.....	.....	o	.....	.....	.....
East Pennsylvania,	36.00	.....	.....	.....	.....	.....	o	.....	.....	.....
Eastern and Northern,	8.04	.....	.....	.....	.....	.....	aa	.....	.....	.....
Ebensburg and Black Lick,	12.80	1.75	.....	.....	.....	.....	n	.....	.....	.....
Elmira and Williamsport,	75.50	.....	.....	.....	.....	.....	t	.....	.....	.....
Ellwood Connecting,	.68	.....	.....	.....	.....	.....	.68	.68	.....	.68
Ellwood Short Line,	3.20	.....	.....	.....	.....	.....	ee	.....	.....	.....
Emporium and Rich Valley,	10.00	4.50	.....	.....	.....	.....	14.50	14.50	.....	14.50
Engleside,	.17	.....	.....	.....	.....	.....	n	.....	.....	.....
Erie and Pittsburgh,	84.47	.....	.....	.....	.....	.....	s	.....	.....	.....
Erie and Wyoming Valley,	48.28	29.94	.....	.....	.....	.....	78.22	78.22	.....	135.48
Fairmont, Morgantown and Pittsburgh,	56.60	.....	.....	.....	.....	.....	57.60	23.46	.....	57.60
Fall Brook,	53.00	47.70	.....	.....	.....	.....	100.70	85.70	.....	153.79
Falls Creek,	3.00	.....	.....	.....	.....	.....	3.00	3.00	.....	3.00
Fayette County,	12.66	.....	.....	.....	.....	.....	bb	.....	.....	.....
Gettysburg and Harrisburg,	34.60	.....	.....	.....	.....	.....	34.60	34.60	.....	38.50
Hanover and New Port,	3.41	33.40	.....	.....	.....	.....	6.81	6.81	.....	8.62
Hanover and York,	27.65	.....	.....	.....	.....	.....	n	.....	.....	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	35.59	18.15	.....	.....	.....	.....	n	.....	.....	.....
Hunter's Run and Slate Belt,	5.50	.....	.....	.....	8.00	.....	13.50	13.50	.....	13.50
Huntingdon and Broad Top Mountain,	45.00	18.30	.....	.....	.....	.....	63.30	63.30	.....	82 30
Ironton,	9.00	.....	.....	.....	.....	.....	9.00	9.00	.....	12.00

Jamestown and Franklin,	50.91						d			
Jefferson,	36.51	8.18					r			
Johnsonburg,	19.69						n			
Johnsonburg and Bradford,	19.60						dd			
Junction,	3.56						3.56	3.56		9.74
*Kensington and Tacony,	5.13	1.75					n			
Kinzua Creek and Kane,	9.00						9.00	9.00		14.00
Kinzua Hemlock,	8.50	3.31					y			
Kinzua Valley,	10.00						10.00	10.00		12.25
Kishacoquillas Valley,	9.20						9.20	9.20		9.50
Lackawanna and Montrose,	10.48						10.48	10.48		11.79
Lancaster, Oxford and Southern,	20.00						20.00	20.00		20.90
Lancaster and Reading Narrow Gauge,	15.00						15.00	15.00		21.00
Lake Shore and Michigan Southern,	532.65	585.56		322.56			1,440.77	102.49		2,648.09
Lehigh and Lackawanna,	36.91						36.91	36.91		36.91
Lehigh and Susquehanna,	237.56						237.56	237.56		237.56
Lehigh Valley,	233.18	92.63	645.50	24.05	146.46	94.03	1,235.85	649.29		2,561.40
Lewisburg and Tyrone,	77.74	7.34					n			
Ligonier Valley,	10.50						10.50	10.50		15.20
Little Saw Mill Run,	3.00						3.00	3.00		4.50
Little Schuylkill Navigation,	28.10						o			
Loyalsock,	30.80	11.60					ff			
Lykens Valley,	19.70						t			
McKeesport Connecting,	.58						.58	.58		1.08
Mahoning Valley,	1.89					8.07	9.96	9.96		13.09
Mahoning State Line,	3.15						i			
Martin's Creek,	.15						n			
Meadville, Conneaut Lake and Linesville,	21.50	2.40					z			
Middletown and Hummelstown,	6.60						6.60	6.60		8.60
Mifflin and Centre County,	12.43						n			
Mill Creek and Mine Hill,	3.80						o			
Mine Hill and Schuylkill Haven,	51.80						o			
Monongahela Connecting,	.90	2.23					3.13	3.13		5.02
Mont Alto,	17.89						17.89	17.89		19.89
Montour,	11.00						11.00	11.00		11.50
Montrose,	28.00						28.00	28.00		28.00
Mount Carbon and Port Carbon,	2.50						o			
Mount Carbon and Natalie,	7.00						o			
Mount Jewett, Kinzua and Ritersville,	5.00	2.75		11.81			19.56	19.56		20.93

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Penna.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Mount Jewett and Smethport,	5.00	.....	.....	.....	.....	.....	5.00	5.00	.....	6.00
Mount Penn Gravity,	8.00	.....	.....	.....	.....	.....	8.00	8.00	.....	8.24
Mount Pleasant and Broadford,	9.70	.....	.....	.....	.....	.....	9.70	9.70	.....	9.70
Mount Pleasant and Latrobe,	.66	.....	.....	.....	.....	.....	.66	.66	.....	.66
Nescopec,	11.96	.....	.....	.....	.....	.....	n	.....	.....	.....
Nesquehoning Valley,	16.66	.....	.....	.....	.....	.....	f	.....	.....	.....
Neversink Mountain,	8.00	.....	.....	.....	.....	.....	8.00	8.00	.....	8.00
New Castle and Beaver Valley,	14.98	.....	.....	.....	.....	.....	s	.....	.....	.....
New Castle and Butler,	2.00	.50	.....	.....	.....	.....	2.50	2.50	.....	2.50
New Castle and Shenango Valley,	16.20	.....	.....	.....	.....	.....	r	.....	.....	.....
New Haven and Dunbar,	4.39	.....	.....	.....	.....	.....	4.39	4.39	.....	9.19
Newport and Sherman's Valley,	28.50	.....	.....	.....	.....	.....	28.50	28.50	.....	30.67
New York, Lake Erie and Western,	446.63	97.24	11.46	458.81	92.41	.....	1,106.55	190.64	.....	2,312.86
New York, Lake Erie and Western Coal,	29.92	18.62	.....	.....	.....	.....	r	.....	.....	.....
New York, Lackawanna and Western,	6.41	.....	.....	.....	.....	.....	j	.....	.....	.....
New York, Chicago and St. Louis,	494.72	7.85	.....	17.80	.....	10.50	530.87	45 03	.....	720.15
New York and Northern Pennsylvania,	5.00	.....	.....	.....	.....	.....	g	.....	.....	.....
New York, Pennsylvania and Ohio,	388.04	41.55	.....	168.69	.....	.....	598.48	160.73	.....	598.48
New York, Susquehanna and Western,	101.30	36.33	.....	4.75	40.40	2.50	185.28	16.28	.....	26[illegible].80
Nittany Valley,	4.75	.....	.....	.....	.....	.....	4.75	4.75	.....	5.62
Northern Central,	136.82	11.42	.....	124.98	99.61	.....	372.83	222.51	.....	7 3.2

North Bend and Kettle Creek, ...	13.54	.....	.....	.....	.....	.....	13.54	13.54	2.30	15.20
North East Pennsylvania, ...	25.60	.....	.....	.....	.....	.....	25.60	25.60	.....	28.40
North Pennsylvania, ...	86.40	.....	.....	.....	.....	.....	o	.....	.....	.....
North and West Branch, ...	43.13	4.69	.....	.....	.....	.....	n	.....	.....	.....
Ohio and Baltimore Short Line, ...	6.80	2.50	.....	.....	.....	.....	9.30	9.30	.....	9.30
Ohio Connecting, ...	2.75	.52	.....	.....	.....	.....	a	.....	.....	.....
Olean, Oswago and Eastern, ...	14.00	.....	.....	.....	.....	.....	14.00	14.00	9.00	14 00
Ontario, Carbondale and Scranton,	53 66	.....	.....	.....	.....	.....	53.66	50.75	.....	53.66
Oregon and Texas, ...	8.00	.....	.....	.....	.....	.....	8.00	8.00	.....	8.00
Pennsylvania, ...	329.66	199.02	.....	450.05	1,696.70	.....	2,675.43	2,237.25	20.56	5,658.43
Pennsylvania Company, ...	.....	.....	38.06	764.93	405.32	16.86	1,225.17	207.64	.....	1,225.17
Pennsylvania and New York Canal and Railroad, ...	96.51	42.44	.....	.....	.....	.....	ff	.....	.....	.....
Pennsylvania, Poughkeepsie and Boston, ...	47.77	.80	.....	.....	.....	.....	ff	.....	.....	.....
Pennsylvania Schuylkill Valley, ...	101.30	28.92	.....	.....	.....	.....	n	.....	.....	.....
Pennsylvania and North Western,..	61.43	13.33	.....	.....	.....	.....	74.76	74.76	.....	142.18
Penn Gas Coal Company's Railroad,	10.00	.....	.....	.....	.....	.....	10.00	10.00	.....	15.00
People's, ...	4.61	.....	.....	.....	.....	.....	4.61	4.61	.....	4.61
Perkiomen, ...	38.50	.....	.....	.....	.....	.....	38.50	38.50	.....	48.59
Perry County, ...	22.60	.....	.....	.....	.....	.....	22.60	22.60	.....	23.20
Philadelphia and Baltimore Central.	72.05	1.63	.....	.....	.....	.....	h	.....	.....	.....
Philadelphia Belt Line, ...	2.66	1.14	.....	.....	2.00	.....	5.80	5.80	.....	6.35
Philadelphia and Chester Valley, ..	21.50	.....	.....	.....	.....	.....	21.50	21.50	.....	24.80
Philadelphia and Delaware County,	9.93	.....	.....	.....	.....	.....	h	.....	.....	.....
Philadelphia and Erie, ...	287.56	.....	.....	.....	.....	.....	n	.....	.....	.....
Philadelphia and Frankford, ...	2.60	.....	.....	.....	.....	.....	2.60	2.60	2.60	2.60
Philadelphia, Germantown and Chestnut Hill, ...	6.75	7.12	.....	.....	.....	.....	n	.....	.....	.....
Philadelphia, Germantown and Norristown, ...	6.40	14.20	.....	.....	.....	.....	o	.....	.....	.....
Philadelphia, Harrisburg and Pittsburg, ...	40.60	.....	.....	.....	.....	.....	o	.....	.....	.....
Philadelphia, Newton and New York.	20.90	1.25	.....	.....	.....	.....	22.15	22.15	.....	22.15
Philadelphia and Reading.	98.40	228.60	.....	556.52	.....	.....	883.52	849.82	.....	2,096.92
Philadelphia and Reading Terminal,	.97	.35	.....	.....	.....	.....	o	.....	.....	.....
Philadelphia and Trenton, ...	26.50	.....	.....	.....	.....	.....	n	.....	.....	.....
Philadelphia, Wilmington and Baltimore, ...	98.49	21.90	.....	.....	521 83	.....	638.62	103.96	9.93	1,049.72

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Penna.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and tracks.
	Main line.	Branches and spurs.								
Pickering Valley,	11.30	.....	.....	.....	.....	.....	o	.....	.....	.....
Pine Creek,	74.80	.....	.....	.....	.....	.....	74.80	74.80	.....	110.44
Pittsburgh and Castle Shannon,	6.50	.....	.....	.....	.....	.....	6.50	6.50	.....	9.50
Pittsburgh, Chartiers and Youghiogheny,	15.74	.....	.....	.....	.....	.....	17.14	17.14	.....	32.55
Pittsburgh, Cincinnati, Chicago and St. Louis,	942.16	148.13	.....	195.72	57.14	59.47	1,402.62	70.72	.....	2,246.79
Pittsburgh and Connellsville,	144.40	2.10	.....	.....	.....	.....	146.50	146.50	.....	148.80
Pittsburgh, Fort Wayne and Chicago,	469.89	.....	.....	.....	.....	.....	s	.....	.....	.....
Pittsburgh Junction,	4.47	2.40	.....	.....	.....	.....	6.87	6.87	.....	20.14
Pittsburgh and Lake Erie,	68.00	3.31	.....	98.83	1.92	.....	172.06	160.84	3.53	4.7.11
Pittsburgh, Marion and Chicago,	25.00	3.00	.....	.....	.....	.....	28.00	12.10	.....	30.00
Pittsburgh, McKeesport and Youghiogheny,	84.75	10.93	.....	.....	.....	.....	i	.....	.....	.....
Pittsburgh and Moon Run,	5.00	.....	.....	.....	.....	.....	5.00	5.00	.....	7.00
Pittsburgh and Northern,	3.30	.....	.....	.....	.....	.....	3.30	3.30	.....	3.40
Pittsburgh, Shenango and Lake Erie,	106.70	44.76	.....	22.75	.....	12.90	187.11	180.11	.....	211.01
Pittsburgh, Virginia and Charleston,	53.19	24.14	.....	.....	.....	.....	n	.....	.....	.....
Pittsburgh and Western,	197.30	13.00	.....	.....	133.20	.....	343.50	223.20	.....	518.10
Pittsburgh, Youngstown and Ashtabula,	99.00	26.09	.....	.....	.....	.....	s	.....	.....	.....
Plymouth,	8.90	.....	.....	.....	.....	.....	o	.....	.....	.....
Pomeroy and Newark,	26.70	.....	.....	.....	.....	.....	n	.....	.....	.....

Reading and Columbia.	39.50	13.20		6.30			59.00	59.00		76.00	
Reading, Marietta and Hanover,	6.30						gg				
Reynoldsville and Falls Creek,	14.50						14.50	14.50		28.35	
Ridgway and Clearfield,	27.23						n				
River Front,	3.62	.24					n				
Rochester, Beaver Falls and Western,	.55						s				
Rupert and Bloomsburg,	1.60				.80		2.40	2.40		3.10	
Saint Marys and South Western,	21.12						21.12	21.12	11.12	24.50	
Salisbury,	8.60	3.10					11.70	11.70		11.70	
Schuylkill and Lehigh,	44.00						o				
Schuylkill and Lehigh Valley,	39.57	2.64					ff				
Schuylkill River East Side,	11.00						11.00	11.00		39.14	
Schuylkill Valley Navigation Railroad,	30.60						o				
Shamokin, Sunbury and Lewisburg,	31.10						o				
Shamokin Valley and Pottsville,	27.30	2.48					t				
Sharon,	16.31	9.84					k				
Sharpsville,	17.00	2.73					19.73	19.73		21.73	
Sheffield and Spring Creek,	9.50						l				
Shenango Valley,	1.95						d				
Slack Water Connecting,	1.00						1.00	1.00		1.00	
Slate Run,	13.00	2.00					15.00	15.00		15.00	
Somerset and Cambria,	45.10						45.10	45.10		45.10	
South Chester,	2.72	1.06					h				
South Easton and Philipsburg,	.33						.33	.33		.33	
South Fork,	8.12						n				
Southwest Pennsylvania,	44.79	67.08					n				
Southern Pennsylvania Railway and Mining Company,	21.40						u				
State Line and Sullivan,	24.00						ff				
Stewart,	.32						d				
Stewartstown,	7.20						7.20	7.20		8.30	
Stony Creek,	10.30						10.30	10.30		12.94	
Strasburg,	4.50						4.50	4.50		4.50	
Sugar Run,	8.00						8.00	8.00		9.50	
Sunbury, Hazleton and Wilkes-Barre,	43.44						n				
Sunbury and Lewistown,	43.45						n				
Susquehanna and Buffalo,	1.50						1.50	1.50		1.50	

TABLE D.—MILEAGE—CONTINUED.

NAME OF COMPANY.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Total number of miles operated in Penna.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.
	Main line.	Branches and spurs.								
Susquehanna and Clearfield,	22.78	2.11	.....	.....	.....	.....	n	.....	.....	.....
Tamaqua, Hazleton and Northern,	9.90	.....	.....	.....	.....	.....	9.90	9.90	.....	11.40
Tidaghton and Fahnestalk,	5.00	1.62	.....	.....	.....	.....	6.62	6.62	.....	8.54
Tioga,	42.83	3.56	.....	18.33	.....	41.62	106.34	58.22	.....	128.30
Tionesta Valley,	47.25	7.50	.....	.....	.....	.....	54.75	54.75	.....	65.85
Tionesta Valley and Hickory,	5.00	.....	.....	.....	.....	.....	5.00	5.00	5.00	5.00
Tionesta Valley and Salmon Creek,	6.00	.....	.....	.....	.....	.....	6.00	6.00	6.00	6.00
Tipton,	4.44	.....	.....	.....	.....	.....	n	.....	.....	.....
Trenton Cut-off,	15.70	.....	.....	.....	.....	.....	n	.....	.....	.....
Trexcow,	7.56	.....	.....	.....	.....	.....	7.56	7.56	.....	7.56
Tuscarora Valley,	17.50	.....	.....	.....	.....	.....	17.50	17.50	.....	17.50
Tyrone and Clearfield,	49.63	84.44	.....	.....	.....	.....	n	.....	.....	.....
Ursini and North Fork,	4.00	.....	.....	.....	.....	.....	4.00	4.00	.....	4.00
Warren and Farnsworth,	28.15	.....	.....	.....	.....	.....	28.15	23.15	.....	30.31
West Chester,	5.22	.....	.....	.....	.....	.....	n	.....	.....	.....
Western Maryland,	90.00	.....	.....	48.10	.....	.....	138.10	31.57	.....	168.78
Western New York and Pennsylvania,	400.57	17.40	188.96	.....	.....	36.30	643.23	315.05	.....	851.42
Western Pennsylvania,	70.63	49.98	.....	.....	.....	.....	n	.....	.....	.....
Wheeling, Pittsburgh and Baltimore	61.80	.....	.....	.....	.....	.....	61.80	50.30	.....	61.80
Wilcox,	2.65	.....	.....	.....	.....	.....	n	.....	.....	.....
Wilkes-Barre and Eastern,	64.90	.....	.....	.....	.....	.....	64.90	64.90	.....	79.90
Wilkes-Barre and Harvey's Lake,	14.06	1.12	.....	.....	.....	.....	ff	.....	.....	.....
Wilkes-Barre and Scranton,	4.85	.....	.....	.....	.....	.....	4.85	4.85	.....	4.85
Williamsport and North Branch,	44.40	.60	.....	.....	.....	.....	45.00	45.00	.....	55.00

Williams Valley,	12.00	.....	.....	.....	.....	.....	12.00	12.00	.....	12.00
Wilmington and Northern,	71.50	16.91	.....	.....	.....	3.89	92.30	68.29	.....	119.59
Wind Gap and Delaware,	9.71	.....	.....	.....	.....	.....	9.71	9.71	.....	9.71
York Southern,	41.00	.....	.....	.....	.....	.....	41.00	41.00	.....	43.69
Youghiogheny, Northern,	2.60	.....	.....	.....	.....	.....	m	.....	.....	.....
	12,092.88	2,467.13	1,914.91	4,047.61	3,209.15	532.77	18,945.09	9,761.89	70.04	32,078.30

a Indicates roads are operated by Pittsburgh, Cincinnati, Chicago and St Louis railroad.
b Indicates roads are operated by Baltimore and Harrisburg railroad.
c Indicates roads are operated by Coudersport and Port Allegheny railroad.
d Indicates roads are operated by Lake Shore and Michigan Southern railroad.
e Indicates roads are operated by Erie and Wyoming Valley railroad.
f Indicates roads are operated by Lehigh and Susquehanna railroad.
g Indicates roads are operated by Addison and Pennsylvania railroad.
h Indicates roads are operated by Philadelphia, Wilmington and Baltimore railroad.
i Indicates roads are operated by Pittsburgh and Lake Erie railroad.
j Indicates roads are operated by Delaware, Lackawanna and Western railroad.
k Indicates roads are operated by New York, Pennsylvania and Ohio railroad.
l Indicates roads are operated by Tionesta Valley railroad.
m Indicates roads are operated by Pittsburgh, McKeesport and Youghiogheny railroad.
n Indicates roads are operated by Pennsylvania railroad.
o Indicates roads are operated by Philadelphia and Reading railroad.
p Indicates roads are operated by Western New York and Pennsylvania railroad.
q Indicates roads are operated by Western Maryland railroad.
r Indicates roads are operated by New York, Lake Erie and Western railroad.
s Indicates roads are operated by Pennsylvania Company.
t Indicates roads are operated by Northern Central railroad.
u Indicates roads are operated by Cumberland Valley railroad.
v Indicates roads are operated by Bradford, Bordell and Kinzua railroad.
w Indicates roads are operated by Tioga railroad.
x Indicates roads are operated by Bradford, Eldred and Cuba railroad.
y Indicates roads are operated by Mt. Jewett, Kinzua and Riterville railroad.
z Indicates roads are operated by Pittsburgh, Shenango and Lake Erie railroad.
& Indicates roads are operated by Rupert and Bloomsburg railroad.
aa Indicates roads are operated by Bangor and Portland railroad.
bb Indicates roads are operated by Pittsburgh and Connellsville railroad.
cc Indicates roads are operated by Falls Brook railroad.
dd Indicates roads are operated by Buffalo, Rochester and Pittsburgh railroad.
ee Indicates roads are operated by Pittsburgh and Western railroad.
ff Indicates roads are operated by Lehigh Valley railroad.
gg Indicates roads are operated by Reading and Columbia railroad.

TABLE E—EQUIPMENT AND PERSONS EMPLOYED.

Name of Company.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars owned.	Number of cars in fast freight line service.	Number of cars leased.	Total number of employees.	Total yearly compensation.	Average daily compensation.
Addison and Pennsylvania,	3	5	20	.....	25	.....	.....	104	$46,072 36	$1 47
Allegheny and Kinzua,	2	.....	76	1	77	.....	.....	26	10,143 60	.....
Allegheny Valley,	81	70	2,842	105	3,017	.....	.....	1,917	1,017,029 20	1 69
Allentown,	.....	.....	.....	.....	.....	.....	.....	4	40 00	03
Allentown Terminal,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Bald Eagle Valley,	.....	.....	.....	.....	.....	.....	.....	5	600 00	38
Baltimore and Harrisburg,	13	9	82	5	96	.....	.....	327	88,431 45	.....
Baltimore and Philadelphia,	3	5	7	1	13	.....	.....	518	296,499 98	1 63
Bangor and Portland,	7	10	23	28	61	.....	.....	123	46,688 52	1 52
Barclay,	5	3	21	.....	24	.....	.....	.....	.....	.....
Bare Rock,	1	1	3	.....	4	.....	.....	2	1,080 00	1 80
Beaver and Elwood,	1	3	3	.....	6	.....	.....	13	4,386 75	1 02
Bedford and Bridgeport,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Beech Creek,	47	11	2,830	46	2,887	.....	.....	792	456,406 44	1 84
Berlin,	.....	.....	.....	.....	.....	.....	.....	11	5,137 55	1 46
Berlin Branch,	.....	.....	.....	.....	.....	.....	.....	9	1,540 97	92
Bloomsburg Belt,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Bloomsburg and Sullivan,	4	8	.....	18	26	.....	.....	37	19,061 22	1 65
Bradford, Bordell and Kinzua,	6	10	139	1	150	.....	.....	63	29,866 68	.....
Bradford and West Pennsylvania,	2	.....	35	1	36	.....	.....	8	1,566 61	.....
Brownstown and Middletown,	4	3	6	28	37	.....	.....	16	5,247 61	1 37
Bellefonte Central,	3	9	52	.....	61	.....	.....	42	11,676 30	.....
Buffalo, Rochester and Pittsburgh,	137	53	6,850	238	7,141	.....	487	2,282	1,361,000 96	1 84
Buffalo and Susquehanna,	9	11	550	1	562	.....	.....	280	133,173 74	1 73

Cambria and Clearfield,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Catasauqua and Fogelsville.	6	6	6	2	14	.....	.....	45	18,924 80	1 48
Central Pennsylvania and Western,	2	2	8	.....	10	.....	.....	32	13,286 47	.....
Central Railroad Company of Pennsylvania.	4	6	38	3	47	.....	30	78	39,924 57	.....
Chambersburg and Gettysburg.	1	.....	4	.....	4	.....	.....	2	380 70	.....
Chartiers.	.....	.....	.....	.....	.....	.....	.....	180	88,088 53	1 87
Chester and Delaware River,	.....	.....	.....	.....	.....	.....	.....	29	13,389 36	1 71
Chestnut Hill,	.....	.....	.....	.....	.....	.....	.....	2	2,000 00	.....
Clarion River.	2	2	8	.....	10	.....	.....	24	10,614 08	.....
Cleveland and Pittsburgh,	97	72	3,932	117	4,121	.....	.....	2,033	1,140,610 86	.....
Colebrookdale.	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Connecting,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Cornwall,	5	9	28	9	46	.....	.....	58	29,151 52	.....
Cornwall and Lebanon.	10	17	19	26	62	.....	.....	155	60,317 97	1 61
Confluence and Oakland.	.....	.....	.....	.....	.....	.....	.....	22	9,407 95	1 38
Coudersport and Port Allegheny.	3	5	56	.....	61	.....	.....	33	18,800 00	.....
Cresson and Irvona,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Cumberland Valley,	31	63	654	47	764	.....	.....	745	395,822 73	1 69
Delaware and Hudson Canal Company's Railroad,	95	103	4,722	117	4,942	.....	.....	1,145	634,856 33	1 77
Delaware, Lackawanna and Western	246	216	17,585	333	18,134	607	.....	4,830	2,400,482 57	1 82
Delaware, Susquehanna and Schuylkill.	29	5	1,513	67	1,585	.....	.....	378	225,858 13	1 83
Dillsburg and Mechanicsburg,	.....	.....	.....	.....	.....	.....	.....	2	50 00	08
Downingtown and Lancaster,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Dunkirk, Allegheny Valley and Pittsburg.	11	17	162	8	187	.....	82	246	132,910 77	1 73
East Broad Top,	8	13	300	8	321	.....	.....	122	40,344 80	.....
East Mahonoy,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
East Pennsylvania,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Ebensburg and Black Lick.	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Elmira and Williamsport.	.....	.....	.....	.....	.....	.....	.....	2	3,200 00	5 11
Emporium and Rich Valley.	1	1	56	.....	57	.....	.....	10	4,349 10	1 84
Engleside.	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Erie and Pittsburgh.	29	9	1,539	12	1,560	.....	.....	612	340,667 46	1 95
Erie and Wyoming Valley.	5	2	75	63	140	.....	.....	482	257,815 67	1 81
Fairmont, Morgantown and Pittsburgh,	.....	.....	.....	.....	.....	.....	.....	167	79,616 51	1 48
Fall Brook.	76	34	3,185	71	3,290	25	.....	523	286,849 66	1 79
Falls Creek,	.....	.....	.....	.....	.....	.....	.....	.....	9,069 99	.....

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TABLE E—EQUIPMENT AND PERSONS EMPLOYED—Continued.

Name of Company.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars owned.	Number of cars in fast freight line service.	Number of cars leased.	Total number of employees.	Total yearly compensation.	Average daily compensation.
Gettysburg and Harrisburg,	3	13	2	.....	15	.....	.....	95	$37,720 28	$1 27
Hanover and New Port,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Hanover and York,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	.....	.....	.....	.....	.....	.....	.....	2	1,700 00	2 72
Hunter's Run and Slate Belt,	3	3	3	6	12	.....	.....	18	4,254 75	1 29
Huntingdon and Broad Top Mountain,,	24	10	2,635	55	2,700	.....	2,400	360	179,267 95	.....
Ironton,	2	.....	.....	.....	.....	.....	.....	20	7,525 44	1 59
Jamestown and Franklin,	.....	.....	.....	.....	.....	.....	.....	4	1,750 00	2 59
Johnsonburg,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Junction,	.....	.....	.....	.....	.....	.....	.....	33	16,438 21	1 50
Kensington and Tacony,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Kinzua Creek and Kane,	3	.....	17	.....	17	.....	.....	28	9,847 74	.....
Kinzua Valley,	1	.....	10	.....	10	.....	.....	12	4,106 97	1 13
Kishacoquillas Valley,	1	2	1	.....	3	.....	.....	19	4,335 50	.....
Lackawanna and Montrose,	1	.....	.....	.....	.....	.....	.....	24	8,155 25	1 23
Lancaster, Oxford and Southern,	2	3	20	.....	23	.....	.....	26	10,742 25	.....
Lancaster and Reading Narrow Gauge,	2	3	.....	.....	3	.....	.....	28	14,216 40	.....
Lake Shore and Michigan Southern,.	576	422	18,968	720	20,110	3,315	.....	12,913	7,647,198 96	1 88
Lehigh and Lackawanna,	.....	.....	.....	.....	.....	.....	.....	42	14,567 69	1 29
Lehigh and Susquehanna,	.....	.....	.....	.....	.....	.....	.....	2,804	1,526,098 96	1 85
Lehigh Valley,	673	409	47,501	1,584	49,494	2,920	3,960	14,940	7,888,241 59	1 73

Lewisburg and Tyrone,								2		
Ligonier Valley,	3	7	10	2	19			49	20,028 61	2 00
Little Saw Mill Run,	4	1	153		154			37	17,169 28	
Little Schuylkill Navigation,								2	3,200 00	
Lykens Valley,								3	1,200 00	
McKeesport Connecting,	4		56		56			47	23,645 40	2 03
Mahoning Valley,	1	1	402		403		200	15	8,584 74	1 84
Middletown and Hummelstown,								12	4,671 60	
Mifflin and Centre County,								5		
Mill Creek and Mine Hill,								3	700 00	7 78
Mine Hill and Schuylkill Haven,								4	4,300 00	
Monongahela Connecting,	7		22	4	26			90	60,330 16	2 14
Mont Alto,	2	1		5	6			35	11,501 06	1 24
Montour,	2	2	210		212			29	14,461 73	
Montrose,	3	6	24	5	35			32	13,110 06	
Mount Carbon and Port Carbon,								3	650 00	7 22
Mount Carmel and Natalie,								6	33,000 00	
Mount Jewett, Kinzua and Riterville,								51	22,128 13	1 66
Mount Jewett and Smethport,	1	1	34		35			44	6,511 36	1 44
Mount Penn Gravity,	2	9		2	11			24	5,643 87	1 75
Nescopec,								3		
Nesquehoning Valley,								2	1,000 00	1 60
Neversink Mountain,								19	4,421 95	
New Castle and Beaver Valley,								168	80,422 20	1 83
New Castle and Butler,	2		75		75			7	3,242 12	1 70
New Castle and Shenango Valley,								3		
New Haven and Dunbar,	5		31		31			19	7,100 55	
Newport and Sherman's Valley,	4	5	59	1	65		48	60	10,476 23	1 05
New York, Lake Erie and Western,	666	647	28,620	352	29,619	1,031	14,818	14,804	8,959,726 20	1 85
New York, Chicago and St. Louis,	148	59	7,114	81	7,254	1,403	982	3,605	2,382,955 60	2 08
New York and North Pennsylvania,								14	3,555 50	1 14
New York, Pennsylvania and Ohio,								16	45,151 18	
New York, Susquehanna and Western,	73	54	3,486	38	3,578			1,090	605,423 97	1 77
Nittany Valley,	3		10		10			2	300 00	82
Northern Central,	191	160	9,406	416	9,982	600	1,756	4,871	2,589,081 96	1 68
North Bend and Kettle Creek,	2		59		59			18	6,869 85	
North East Pennsylvania,								50	18,477 08	1 19
North and West Branch,								5	300 00	
Ohio and Baltimore Short Line,								19	11,840 86	2 00
Ohio Connecting,								22	8,642 84	1 53
Olean, Oswago and Eastern,	1	1	8		9			8	3,530 00	1 30

TABLE E—EQUIPMENT AND PE SONS EMPLOYED—Continued.

Name of Company.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars owned.	Number of cars in fast freight line service.	Number of cars leased.	Total number of employees	Total yearly compensation.	Average daily compensation.
Ontario, Carbondale and Scranton,	.....	.....	.....	.....	.....	.....	.....	3	$3,050 00	$3 26
Oregon and Texas,	1	1	2	.....	3	.....	.....	17	2,520 00	.....
Pennsylvania,	1,803	1,749	61,908	3,860	67,517	7,803	20,712	51,872	29,346,674 69	1 85
Pennsylvania Company,	28	54	18,149	69	18,272	10,041	8,000	.....	.....	.....
Pennsylvania, Poughkeepsie and Boston,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Pennsylvania Schuylkill Valley,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Pennsylvania and North Western,	45	10	1,522	26	1,558	.....	1,500	436	211,040 62	1 56
Penn Gas Coal Company's Railroad,	2	3	2	2	7	.....	.....	25	12,345 58	.....
People's,	1	8	3	.....	11	.....	.....	.....	.....	.....
Perkiomen,	.....	.....	.....	19	19	.....	.....	150	83,131 16	1 64
Perry County,	2	2	1	.....	3	.....	.....	23	6,622 68	.....
Philadelphia Belt Line,	.....	.....	.....	.....	.....	.....	.....	11	5,313 12	.....
Philadelphia and Chester Valley,	.....	.....	.....	.....	.....	.....	.....	35	14,937 94	.....
Philadelphia and Delaware County,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Philadelphia and Erie,	.....	.....	.....	.....	.....	.....	.....	2	5,400 00	8 63
Philadelphia and Frankford,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Philadelphia, Germantown and Chestnut Hill,	.....	.....	.....	.....	.....	.....	.....	5	1,000 00	64
Philadelphia, Germantown and Norristown,	.....	.....	.....	.....	.....	.....	.....	3	3,900 00	5 55
Philadelphia, Harrisburg and Pittsburgh,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....

Philadelphia, Newtown and New York,	.....	.....	.....	.....	.....	.....	.....	101	18,081 29	.....
Philadelphia and Reading,	784	741	28,961	684	30,386	1,603	19,287	15,250	8,491,965 52	1 82
Philadelphia and Reading Terminal,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Philadelphia and Trenton,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Philadelphia, Wilmington and Baltimore,	225	391	3,103	558	4,052	.....	1,000	6,460	3,513,342 89	1 80
Pickering Valley,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Pine Creek,	76	34	3,185	71	3,290	25	.....	483	279,446 30	1 88
Pittsburgh and Castle Shannon,	4	10	345	.....	355	.....	.....	174	71,752 95	.....
Pittsburgh, Chartiers and Youghiogheny,	7	4	74	1	79	.....	.....	82	46,463 33	2 06
Pittsburgh, Cincinnati, Chicago and St. Louis,	442	362	10,708	322	11,392	.....	1,000	10,250	6,311,218 28	1 93
Pittsburgh and Connellsville,	41	39	1,715	67	1,821	.....	.....	2,211	1,224,935 45	1 87
Pittsburgh, Fort Wayne and Chicago	348	310	9,755	162	10,227	.....	.....	7,934	4,665,659 70	1 95
Pittsburgh Junction,	9	.....	.....	.....	.....	.....	.....	191	104,857 15	1 92
Pittsburgh and Lake Erie,	84	61	5,200	103	5,364	.....	.....	2,603	1,607,106 59	1 97
Pittsburgh, Marion and Chicago,	3	2	9	16	27	.....	.....	82	25,620 40	1 53
Pittsburgh, McKeesport and Youghiogheny,	23	16	525	8	549	.....	.....	.....	.....	.....
Pittsburgh and Moon Run,	1	1	6	.....	7	.....	.....	.....	19,716 11	.....
Pittsburgh and Northern,	1	2	.....	.....	2	.....	.....	4	.....	.....
Pittsburgh, Shenango and Lake Erie,	31	30	1,542	31	1,603	.....	1,006	660	270,995 84	1 88
Pittsburgh, Virginia and Charleston,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Pittsburgh and Western,	93	38	4,000	127	4,165	.....	.....	1,515	829,628 31	1 81
Pittsburgh, Youngstown and Ashtabula,	.....	.....	1,847	10	1,857	.....	.....	884	497,730 37	1 98
Plymouth,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Pomeroy and Newark,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Reading and Columbia,	8	5	23	19	47	.....	.....	185	98,190 32	1 73
Reading, Marietta and Hanover,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Reynoldsville and Falls Creek,	3	1	3	1	5	.....	.....	72	44,184 02	2 13
Ridgway and Clearfield,	.....	.....	.....	.....	.....	.....	.....	3	500 00	46
River Front,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Rochester, Beaver Falls and Western,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Rupert and Bloomsburg,	.....	.....	.....	.....	.....	.....	.....	10	2,904 00	.....
Saint Marys and South Western,	2	2	260	1	263	.....	.....	50	16,191 72	.....
Salisbury,	1	1	.....	.....	1	.....	.....	21	10,829 62	1 69
Schuylkill and Lehigh,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Schuylkill River East Side,	.....	.....	.....	.....	.....	.....	.....	4	1,000 00	3 19

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Total number of cars owned.	Number of cars in fast freight line service.	Number of cars leased.	Total number of employees.	Total yearly compensation.	Average daily compensation.
Schuylkill Valley Navigation Railroad,	.....	.....	.....	.....	.....	.....	.....	3	$700 00	$7 78
Shamokin, Sunbury and Lewisburg,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
Shamokin Valley and Pottsville,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Sharpsville,	4	1	.....	.....	1	.....	.....	42	17,815 35	1 57
Shenango Valley,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Slack Water Connecting,	.....	.....	.....	.....	.....	.....	.....	17	11,167 60	.....
Slate Run,	2	.....	56	.....	56	.....	.....	23	7,982 90	1 69
Somerset and Cambria,	1	1	.....	.....	1	.....	.....	84	47,098 27	1 59
South Chester,	.....	.....	.....	.....	.....	.....	.....	4	.....	.....
South Fork,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Southwest Pennsylvania,	.....	.....	.....	.....	.....	.....	.....	5	600 00	39
State Line and Sullivan,	.....	.....	.....	.....	.....	.....	.....	6	10,640 00	.....
Stewartstown,	1	1	1	.....	2	.....	.....	16	.....	.....
Stony Creek,	.....	.....	1	.....	1	.....	.....	48	18,842 97	1 19
Sugar Run,	1	.....	.....	.....	.....	.....	.....	20	7,856 58	1 63
Sunbury, Hazleton and Wilkes-Barre,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Sunbury and Lewistown,	.....	.....	.....	.....	.....	.....	.....	2	2,000 00	.....
Susquehanna and Buffalo,	2	.....	3	.....	3	.....	.....	9	3,440 00	.....
Susquehanna and Clearfield,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Tamaqua, Hazleton and Northern,	.....	.....	.....	.....	.....	.....	.....	12	1,212 95	.....
Tiadaghton and Fahnestalk,	1	.....	.....	.....	.....	.....	.....	19	.....	.....
Tioga,	7	9	174	7	190	.....	.....	.....	.....	.....
Tionesta Valley,	5	4	217	3	224	.....	.....	83	26,601 59	.....

Tipton,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Trenton Cut-off,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Tuscarora Valley,	3	5	40	.....	45	.....	.....	.....	2,580 00	.....
Tyrone and Clearfield,	.....	.....	.....	.....	.....	.....	.....	5	.....	.....
Ursini and North Fork,	1	1	.....	.....	1	.....	.....	4	1,587 36	.....
Warren and Farnsworth,	4	7	48	14	69	.....	.....	67	26,346 60	1 41
West Chester,	.....	.....	.....	.....	.....	.....	.....	3	.....	.....
Western Maryland,	51	77	730	27	834	50	125	937	396,114 32	.....
Western New York and Pennsylvania,	150	123	8,120	379	8,622	.....	390	3,203	1,603,982 30	1 58
Western Pennsylvania,	.....	.....	.....	.....	.....	.....	.....	6	181 16	73
Wheeling, Pittsburgh and Baltimore,	.....	.....	.....	.....	.....	.....	.....	412	240,595 32	1 83
Wilcox,	.....	.....	.....	.....	.....	.....	.....	2	.....	.....
Wilkes-Barre and Easton,	15	9	510	10	529	.....	.....	326	169,777 25	1 56
Williamsport and North Branch,	7	8	1	3	12	.....	.....	100	44,212 08	1 51
Williams Valley,	1	3	.....	.....	3	.....	.....	16	9,120 00	.....
Wilmington and Northern,	28	40	408	16	464	.....	.....	441	252,966 43	1 84
York Southern,	4	7	84	.....	91	.....	.....	92	24,802 26	1 30
Total,	9,760	6,785	329,606	11,243	347,634	29,426	77,783	193,161	$102,959,434 04	.....

TABLE F.—TRAIN MILEAGE.

Name of Company.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by mixed trains.	Total number of miles run.
Addison and Pennsylvania,	45,698	28,796	28,796	103,290
Allegheny Valley,	812,052	1,092,188	.....	1,904,240
Baltimore and Harrisburg,	191,668	100,440	12,934	305,042
Baltimore and Philadelphia,*	613,583	304,737	.....	918,320
Bangor and Portland,	75,840	35,160	12,040	123,040
Barclay,	18,798	.....	10,213	29,011
Beech Creek,	197,619	536,445	.....	734,064
Berlin,	9,872	4,816	.....	14,688
Berlin Branch,	.....	.....	8,684	8,684
Bradford, Bordell and Kinzua,	40,564	35,056	.....	75,620
Bradford and West Pennsylvania,	.....	1,863	.....	1,863
Bellefonte Central,	.....	.....	40,937	40,937
Buffalo, Rochester and Pittsburgh,	535,047	2,030,295	5,352	2,570,694
Catasauqua and Fogelsville,	8,422	35,146	.....	43,568
Chartiers, a,	97,351	52,451	.....	149,802
Central Pennsylvania and Western,	.....	.....	44,446	44,446
Central Railroad Company of Pennsylvania,	44,104	32,529	.....	76,633
Chester and Delaware River,	.....	3,692	.....	3,692
Cleveland and Pittsburgh, b,	727,484	1,013,418	29,952	1,770,854
Cornwall,	32,718	15,413	.....	48,131
Cornwall and Lebanon,	62,814	47,378	.....	110,192
Confluence and Oakland,	.....	12,456	.....	12,456
Coudersport and Port Allegheny,	.....	.....	48,828	48,828
Cumberland Valley,	409,442	227,476	.....	636,918
Delaware and Hudson Canal Company's Railroad,	358,821	1,014,559	114,816	1,488,196
Delaware, Lackawanna and Western,	930,411	5,178,970	90,950	6,200,331

Delaware, Susquehanna and Schuylkill,	88,187	396,734	2,473	487,394
Dunkirk, Allegheny Valley and Pittsburgh,	123,825	82,810	.....	206,635
East Broad Top,	.....	.....	86,040	86,040
Emporium and Rich Valley,	.....	.....	14,500	14,500
Erie and Pittsburgh, b,	199,065	394,111	55,765	648,941
Erie and Wyoming Valley,	131,006	190,666	.....	321,672
Fairmont, Morgantown and Pittsburgh,	80,655	54,415	.....	135,070
Fall Brook,	132,251	370,710	.....	502,961
Gettysburg and Harrisburg,	71,985	48,957	.....	120,942
Hunter's Run and Slate Belt,	.....	.....	12,736	12,736
Huntingdon and Broad Top Mountain,	69,370	352,465	.....	421,835
Ironton,	.....	4,064	.....	4,064
Kinzua Creek and Kane,	.....	13,793	.....	13,793
Kinzua Valley,	.....	.....	5,490	5,490
Kishacoquillas Valley,	.....	.....	22,344	22,344
Lackawanna and Montrose,	12,515	12,530	.....	25,045
Lake Shore and Michigan Southern,	4,443,296	8,055,158	.....	12,498,454
Lehigh and Lackawanna,	48,267	39,099	.....	87,366
Lehigh and Susquehanna,	708,010	2,172,836	.....	2,880,846
Lehigh Valley,	5,311,735	11,425,591	.....	16,737,326
Ligonier Valley,	17,138	4,328	6,710	28,176
Little Saw Mill Run,	3,868	5,534	3,868	13,270
Mahoning Valley,	.....	.....	23,014	23,014
Middletown and Hummelstown,	13,787	5,009	.....	18,796
Mont Alto,	28,032	10,523	.....	38,555
Montrose,	9,000	27,000	.....	36,000
Mount Jewett, Kinzua and Riterville,	.....	8,736	5,616	14,352
Mount Jewett and Smethport,	.....	1,610	9,725	11,335
Mount Penn Gravity,	21,760	.....	.....	21,760
Mount Pleasant and Broadford,*	.....	.....	.....	.....
New Castle and Beaver Valley, b,	39,260	33,356	.....	72,616
New Castle and Butler,	.....	12,195	.....	12,195
Newport and Sherman's Valley,	.....	.....	45,000	45,000
New York, Lake Erie and Western,	5,057,776	8,830,295	.....	13,888,071
New York, Chicago and St. Louis,	1,061,487	4,092,468	.....	5,153,955

* This company being leased to the Baltimore and Ohio Railroad Company, a corporation not organized in Pennsylvania and therefore making no report to this department, the figures relating to operations are included in the report of the lessor company.

a This company though leased to the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company, the figures relating to operations are however included in the report of the lessor company. The statistics are compiled from both the operating report of the lessee company and the financial report of the lessor company.

b This company though leased to the Pennsylvania Company, the figures relating to operations are however included in the report of the lessor company. The statistics are compiled from both the operating report of the lessee company and the financial report of the lessor company.

TABLE F.—TRAIN MILEAGE—Continued.

Name of Company.	Number of miles run by passenger trains.	Number of miles run by freight trains.	Number of miles run by mixed trains.	Total number of miles run.
New York and North Pennsylvania,	3,130	1,565	4,695	9,390
New York, Susquehanna and Western,	557,915	652,957	121,126	1,331,998
Northern Central,	1,534,773	2,582,336	.....	4,117,109
North East Pennsylvania,	103,052	19,366	.....	122,418
Ohio and Baltimore Short Line,	.....	7,268	.....	7,268
Oregon and Texas,	.....	5,410	.....	5,410
Pennsylvania,	14,472,424	23,301,809	.....	37,774,233
Pennsylvania and Northwestern,	90,131	248,716	.....	338,847
Penn Gas Coal Company's Railroad,	4,097	8,093	.....	12,190
Perkiomen,	64,145	131,141	39,410	234,696
Perry County,	.....	.....	38,308	38,308
Philadelphia and Chester Valley,	35,694	31,157	.....	66,851
Philadelphia and Reading,	4,959,562	8,750,866	.....	13,710,428
Philadelphia, Wilmington and Baltimore,	4,242,914	1,977,696	.....	6,220,610
Pine Creek,	152,130	570,512	.....	722,642
Pittsburgh and Castle Shannon,	58,353	12,240	.....	70,593
Pittsburgh, Chartiers and Youghiogheny,	35,858	36,815	.....	72,673
Pittsburgh, Cincinnati, Chicago and St. Louis,	4,328,352	6,688,418	.....	11,016,770
Pittsburgh, Fort Wayne and Chicago, b,	2,556,123	4,212,903	.....	6,769,326
Pittsburgh and Lake Erie,	612,123	1,289,055	.....	1,901,178
Pittsburgh, Marion and Chicago,	31,500	15,800	.....	47,300
Pittsburgh, Shenango and Lake Erie,	255,779	267,738	54,340	577,857
Pittsburgh and Western,	460,115	677,991	.....	1,138,106
Pittsburgh, Youngstown and Ashtabula, b,	218,125	486,501	55,764	760,390
Reading and Columbia,	145,579	121,272	.....	266,851
Rupert and Bloomsburg,	10,357	1,931	.....	12,288

Saint Mary's and South Western,	.....	.....	13,772	13,772
Salisbury,	.....	5,434	.....	5,434
Sharpsville,	.....	.....	23,562	23,562
Slate Run,	.....	10,000	.....	10,000
Somerset and Cambria,*	61,623	57,285	.....	118,908
Stony Creek,	26,260	15,080	3,255	44,595
Sugar Run,	.....	4,072	.....	4,072
Tamaqua, Hazleton and Northern,	.....	2,569	.....	2,569
Tioga,	66,050	79,941	48,524	194,515
Tionesta Valley,	27,880	22,652	.....	50,532
Tionesta Valley and Salmon Creek,	.....	1,000	.....	1,000
Waynesburg and Washington,	39,760	23,522	.....	63,282
Western Maryland,	492,722	738,100	.....	1,230,822
Western New York and Pennsylvania,	1,129,039	1,762,014	.....	2,891,053
Wheeling, Pittsburgh and Baltimore,*	.....	231,478	376,034	607,512
Wilkes-Barre and Eastern,	38,784	360,245	.....	399,029
Wilkes-Barre and Scranton,	75,888	44,164	.....	120,052
Williams Valley,	.....	.....	47,970	47,970
Wilmington and Northern,	244,415	205,945	.....	450,360
York Southern,	33,948	16,560	.....	50,508
Total,	60.053,493	104,127,884	1,567,989	165,749,366

* This Company being leased to the Baltimore and Ohio Railroad Company, a corporation not organized in Pennsylvania and therefore making no report to this department, the figures relating to operations are included in the report of the lessor company.

b This company though leased to the Pennsylvania Company, the figures relating to operations are however included in the report of the lessor company. The statistics are compiled from both the operating report of the lessee company and the financial report of the lessor company.

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

Name of Company.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total possenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Passenger earnings per train mile.	Passenger earnings per mile of road.
Addison and Pennsylvania,	58,351	933,616	16	$21,251 89	36.421	2.276	47.594	$614 04
Allegheny Valley,	1,385,021	25,170,036	18	619,288 97	44.713	2.460	84.877	**2,647 91**
Baltimore and Harrisburg,	277,542	5,618,067	20	89,516 04	32.253	1.593	58.044	1,178 43
Baltimore and Philadelphia,*	1,144,638	19,473,019	17	315,110 12	27.529	1.618	59.371	6,143 22
Bangor and Portland,	157,858	1,247,078	8	28,197 45	17.862	2.261	40.212	802 17
Barclay,	26,516	.....	.....	5,252 26	.....	.....	.....	.....
Bare Rock,	.....	.....	.....	686 80	.....	.....	.....	.....
Beaver and Elwood,	26,027	78,081	3	2,225 29	8.550	2.850	.....	893 72
Beech Creek,	158,787	2,730,882	17	70,322 06	44.287	2.575	42.214	557 15
Berlin,	6,931	53,297	8	1,273 11	18.368	2.389	17.607	217 28
Berlin Branch,	10,612	47,525	4	1,304 18	12.289	2.519	78.991	245 00
Bradford, Bordell and Kinzua,	36,575	548,625	15	18,698 66	50.850	3.390	51.498	650 77
Brownstone and Middletown,	18,091	36,182	2	563 33	3.114	1.557	.....	225 34
Bellefonte Central,	34,036	370,372	11	9,359 28	27.912	2.562	26 524	537 37
Buffalo, Rochester and Pittsburgh,	742,702	15,410,668	21	332,175 71	44.725	2.155	69.904	1,116 67
Buffalo and Susquehanna,	67,825	965,739	14	33,875 55	49.600	3.500	.....	508 91
Catasauqua and Fogelsville,	11,905	68,010	6	1,769 83	14.866	2.602	21.095	65 32
Central Pennsylvania and Western,	21,219	.....	.....	6,186 94	29.157	.....	.....	267 03
Central Railroad Company of Pennsylvania,	64,462	722,924	11	15,900 12	24.666	2.199	35.351	571 11
Chartiers, a,	400,110	4,507,617	11	104,163 06	26.034	2.311	124.139	5,146 96
Clarion River,	61,362	.....	.....	252 28	.....	4.100	.....	259 56
Cleveland and Pittsburgh, b,	1,106,272	26,422,638	24	573,608 38	51.851	2.171	96.029	3,151 12
Cornwall,	71,347	428,082	6	11,697 55	16.395	2.732	39.532	1,020 83
Cornwall and Lebanon,	82,325	890,113	11	16,878 62	20,502	1.896	29.737	862 36
Confluence and Oakland,	8 539	87.463	10	2,120 10	24.828	2.424	24.414	154 36
Coudersport and Port Allegheny,	30,632	367.584	12	12,253 00	40	3.	29.400	657 00

Cumberland Valley,	862,935	13,480,316	16	286,615 21	33.211	2.126	82,884	2,341 57
Delaware and Hudson Canal Company's Railroad,	1,025,509	11,638,583	11	250,299 58	24.107	2.151	70.699	2,673 72
Delaware, Lackawanna and Western,	1,458,312	41,982,313	29	830,209 74	56.929	1.978	131.227	6,427 13
Delaware, Susquehanna and Schuylkill,	42,448	352,116	8	10,152 35	23.917	2.883	12.056	58 62
Dunkirk, Allegheny Valley and Pittsburgh,	203,006	3,447,398	17	84,093 18	41.424	2.439	77.721	1,062 23
East Broad Top,	40,694	584,403	14	11,802 52	29.003	2.019	.....	321 99
Emporium and Rich Valley,	2,348	18,506	8	880 37	37.494	4.757	.....	88 03
Erie and Pittsburgh,	195,921	5,470,810	28	101,348 04	51.729	1.852	58.909	1,239 80
Erie and Wyoming Valley,	170,449	3,437,388	20	45,728 75	26.828	1.330	37.553	628 95
Fairmont, Morgantown and Pittsburgh,	126,568	2,417,209	19	57,427 31	45.373	2.376	78.153	1,094 27
Fall Brook,	189,006	2,505,317	13	66,077 85	34.961	2.637	49.964	808 20
Gettysburg and Harrisburg,	135,334	2,228,088	16	33,956 83	25.091	1.524	54.680	1,137 58
Hunter's Run and Slate Belt,	19,706	139,818	7	1,807 60	9.173	1.293	73.208	172 66
Huntingdon and Broad Top Mountain,	78,633	1,449,501	18	40,573 62	51.599	2.799	71.777	786 60
Kinzua Valley,	1,871	9,355	5	280 64	15	3	.....	28 06
Kinshacoquillas Valley,	20,349	156,009	8	3,528 09	17.340	2.250	17.890	434 44
Lackawanna and Montrose,	29,957	303,812	10	8,640 79	28.844	2.844	81.200	969 68
Lancaster, Oxford and Southern,	15,338	.....	.....	4,327 06	28.200	.....	.....	274 38
Lake Shore and Michigan Southern,	4,523,094	199,346,097	44	1,416,414 82	97.641	2.215	145.204	4,478 05
Lehigh and Lackawanna,	71,502	898,604	13	21,663 29	30.297	2.411	49.757	650 67
Lehigh and Susquehanna,	997,918	12,446,696	12	257,946 33	25.848	2.072	38.633	1,151 38
Lehigh Valley,	4,678,633	106,535,762	23	2,163,052 85	46.233	2.030	46.320	1,990 86
Ligonier Valley,	171,625	1,086,665	6	21,572 73	12.570	1.985	118.009	2,114 72
Little Saw Mill Run,	19,731	57,202	3	1,468 70	7.442	2.481	28.673	489 56
Mahoning Valley,	5,924	11,196	2	533 80	9.018	4.767	1.274	73 67
Middletown and Hummelstown,	21,608	108,934	5	2,574 96	11.917	2.364	18.677	390 15
Mont Alto,	55,404	516,381	9	9,618 28	17.360	1.863	40.613	636 36
Montour,	25,594	243,143	9	6,654 38	.....	.....	.....	.....
Montrose,	15,740	206,292	13	6,500 45	41.298	3.156	93.565	300 74
Mount Jewett, Kinzua and Riterville,	4,891	19,564	4	884 20	18.078	4.519	71.464	51 30
Mount Jewett and Smethport,	1,412	7,060	5	287 70	20.375	4.094	11.833	57 54
Mount Penn Gravity,	78,744	629,952	8	13,652 79	17.338	2.167	.....	.....
Mount Pleasant and Broadford,*	94,637	473,766	5	3,040 19	.....	.....	.....	.....
Neversink Mountain,	57,480	.....	.....	10,544 66	18.362	1.666	.....	1,319 33
New Castle and Beaver Valley, b,	163.159	646,436	4	17,620 96	10.800	2.726	52.037	1,363 80
Newport and Sherman's Valley,	24,843	351,133	14	7,481 10	30,113	2.130	16.625	306 72
New York, Lake Erie and Western,	11,521,997	260,085,818	23	3,886,567 69	33.732	1.494	90.472	4,135 26

* See foot note * Table F.
a See foot note a Table F.
b See foot note b Table F.

TABLE G.—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—CONTINUED.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Passenger earnings per train mile.	Passenger earnings per mile of road.
New York, Chicago and St. Louis,	505,758	51,838,375	102	$866,138 24	171.255	1.671	88.915	$1,777 87
New York and North Pennsylvania,	12,134	60,670	5	1,727 05	14,233	2.847	49.536	426 41
New York, Susquehanna and Western,	1,753,495	25,764,360	15	341,378 42	19.468	1.325	65.552	2,082 11
Northern Central,	4,109,728	51,468,354	13	1,123,008 96	27,326	2.182	90.532	3,726 80
North East Pennsylvania,	257,454	1,993,229	7	37,035 36	14.385	1.858	37.987	1,529 15
Olean, Oswago and Eastern,	.....	.....	.....	2,492 20	.....	.....	.....	203 51
Pennsylvania,	37,442,867	692,260,308	18	13,647,149 17	36.448	1.971	118.538	6,410 14
Pennsylvania and North Western,	82,669	1,171,486	14	35,983 68	43.527	3.072	48,152	580 25
Penn Gas Coal Company's Railroad,	17,256	124,588	7	4,361 20	25.270	3.500	35.500	472 28
Perkiomen,	171,358	1,695,746	10	41,051 30	23.956	2.421	68.012	1,307 21
Perry County,	36,439	.....	.....	8,345 57	.....	.....	.....	469 50
Philadelphia and Chester Valley,	40,747	301,388	7	6,664 98	16.357	2.211	20.636	342 59
Philadelphia, Newtown and New York,	546,638	4,373,104	8	81,360 54	15	1.675	.....	4,202 32
Philadelphia and Reading,	18,135,206	232,236,403	13	4,024,305 50	22.190	1.733	89.246	5,000 77
Philadelphia, Wilmington and Baltimore,	10,361,681	199,602,536	19	4,063,086 57	39.213	2.036	112.400	7,467 72
Pine Creek,	120,123	2,353,658	20	56,799 23	47.284	2.413	42.831	871 11
Pittsburgh and Castle Shannon,	896,491	1,565,052	2	41,068 45	4.581	2.624	78.720	7,067 09
Pittsburgh, Chartiers and Youghiogheny,	70,256	411,450	6	10,373 11	14.763	2.521	33.141	693 33
Pittsburgh, Cincinnati, Chicago and St. Louis,	5,761,872	157,600,097	27	3,291,404 94	57.124	2.088	102.498	3,854 49
Pittsburgh and Connellsville,*	1,763,640	33,500,835	19	635,666 29	.....	.....	.....	.....
Pittsburgh, Fort Wayne and Chicago, b,	3,398,916	97,855,585	29	1,989,565 79	58.535	2.033	105.484	5,738 81
Pittsburgh Junction,	.....	.....	.....	5,080 43	.....	.....	.....	898 95
Pittsburgh and Lake Erie,	1,349,983	25,091,508	19	460,728 30	34.128	1.836	83.924	2,985 70
Pittsburgh, Marion and Chicago,	28,470	289,380	10	7,416 66	25.992	2.557	30.320	382 03
Pittsburgh and Moon Run,	.....	.....	.....	2,409 86	.....	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	358,488	7,863,231	22	149,044 47	41.576	1.895	65.990	1,131 39

Pittsburgh and Western,	.....	.....	.....	337,839 57	.....	.....	84,451	1,847 69
Pittsburgh, Youngstown and Ashtabula, b, ..	349,212	5,480,565	16	125,690 96	35.993	2.293	62.989	1,143 87
Reading and Columbia, ...	352,615	4,793,757	14	103,175 28	29.260	2.152	76.582	1,889 63
Rupert and Bloomsburg, ...	39,119	60,073	2	2,026 89	5.181	3.374	20.550	886 39
Saint Mary's and South Western, ...	12,838	110,950	8	2,035 92	15.858	990	14.783	92 54
Salisbury, ...	1,194	9,226	8	212 70	17.814	2.305	5.001	23 23
Schuylkill River, East Side, ...	819,156	1,638,312	2	82,374 65	10.055	5.027	.....	7,906 97
Sharpsville, ...	5,604	36,426	7	1,989 53	35.500	5.461	78.023	145 53
Somerset and Cambria,*	88,049	1,416,247	16	35,858 35	40.725	2.532	67.940	928 31
Stewartstown, ...	17,387	.....	.....	2,694 54	.....	.....	.....	.....
Stony Creek, ...	88,030	714,030	9	15,091 37	17.143	2.114	60.527	1,590 99
Tioga, ...	115,412	1,979,450	17	46,982 24	40.708	2.373	70.177	515 91
Tionesta Valley, ...	13,346	173,605	13	8,680 23	65.010	5	34.960	164 43
Waynesburg and Washington, ...	41,054	766,877	19	23,555 25	57.376	3.072	78.089	1,102 95
Western Maryland, ...	796,664	16,616,218	21	280,230 00	35.175	1.686	74.006	2,634 69
Western New York and Pennsylvania, ...	1,392,054	30,846,061	22	673,945 07	48.413	2.184	71.459	1,254 29
Wheeling, Pittsburgh and Baltimore,*	378,302	9,305,614	25	191,346 75	50.580	2.056	90.896	3,197 63
Wilkes-Barre and Eastern, ...	19,800	530,096	27	11,316 60	57.155	2.135	40.008	239 09
Williamsport and North Branch, ...	75,087	1,037,184	14	26,485 51	35.273	2.554	41.715	703 48
Williams Valley, ...	67,114	.....	.....	11,627 49	17.325	.....	.....	1,042 21
Wilmington and Northern, ...	355,459	4,149,089	12	74,587 82	20.984	1.798	37.809	1,001 18
York Southern, ...	34,652	429,398	14	11,142 44	32.155	2.594	41.424	3,429 89
Total, ...	125,445,825	2,448,973,782	.....	$47,984,605 38	.....	.....	.....	.....

*See foot note * Table F.

b See foot note * Table F.

TABLE H.—KIND OF FREIGHT CARRIED, IN TONS.

Name of Company.	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
Addison and Pennsylvania,	12,6_5	5,700	4,484	44,777	3,582	1,229	1,240
Allegheny and Kinzua,	.....	.....	.....	51,990	.....	.....	.....
Allegheny Valley,	98,617	30,294	2,959,278	281,125	1,627,009	172,113	84,634
Baltimore and Harrisburg,	18,016	6,230	94,007	20,312	16,095	64,089	5,735
Baltimore and Philadelphia,*	101,665	60,598	861,352	133,558	523,669	40,267	272,300
Bangor and Portland,	10,149	997	130,838	10,091	7,808	1,003	2,537
Barclay,	840	2,203	28,074	28,648	92	1,226	177
Bare Rock,	.....	.....	17,200	.....	.....	.....	.....
Beaver and Elwood,	236	26	33,455	817	7,639	172	689
Beech Creek,	10,646	3,642	2,994,072	97,902	32,364	8,201	15,468
Berlin,	2,133	40	17,069	1,841	2,699	92	1,710
Berlin Branch,	2,617	148	2,952	1,610	544	.....	3,755
Bradford, Bordell and Kinzua,	5,451	586	390	37,842	15,272	682	348
Bradford and West Pennsylvania,	.....	.....	.....	6,831	.....	.....	.....
Brownstone and Middletown,	.....	60	79,440	284	68	.....	234
Bellefonte Central,	1,008	.....	13,171	1,442	30,339	.....	861
Buffalo, Rochester and Pittsburgh.	129,353	24,548	2,984,025	275,633	256,392	73,159	11,836
Buffalo and Susquehanna,	.....	10,857	.....	608,075	.....	81,302	.....
Catasauqua and Fogelsville,	.....	.....	119,093	.....	71,155	10,780	23,710
Central Pennsylvania and Western,	1,109	1,322	7,183	8,579	5,053	2,378	974
Central Railroad Company of Pennsylvania.	1,736	116	157,157	8,014	15,546	1,798	1,492
Chambersburg and Gettysburg,	.....	.....	912	1,979	8	.....	795
Chartiers, a,	9,037	9,400	1,248,541	17,123	64,338	10,262	8,210
Chester and Delaware River,	41,519	5,225	239,392	18,472	12,163	.....	7,353
Clarion River,	.....	3,637	.....	49,278	.....	.....	4,670
Cleveland and Pittsburgh, b,	87,140	24,864	2,873,052	114,987	1,271,126	54,751	115,555

Cornwall,	.....	.....	157,669	.....	10,466	.....	20,979
Cornwall and Lebanon,	2,195	3,060	743,636	8,151	199,672	18,029	241
Confluence and Oakland,	1,884	25	2,853	18,340	622	80	3,979
Coudersport and Port Allegheny,	3,998	7,105	1,827	50,355	.....	18,710	.....
Cumberland Valley,	103,084	28,506	331,025	105,565	135,008	75,091	35,030
Delaware and Hudson Canal Company's Railroad,	91,356	20,579	2,116,060	112,407	276,723	24,868	84,985
Delaware, Lackawanna and Western,	342,677	383,294	7,246,870	389,887	432,631	304,534	351,240
Delaware, Susquehanna and Schuylkill,	2,635	232	1,929,481	14,194	13,726	543	515
Dunkirk, Allegheny Valley and Pittsburgh,	23,403	8,485	25,874	67,355	49,544	11,812	16,121
East Broad Top,	772	1,318	149,705	6,848	1,071	815	85
Emporium and Rich Valley,	.....	.....	.....	29,918	.....	.....	.....
Erie and Pittsburgh,	21,099	8,563	1,856,520	29,887	413,525	4,765	24,188
Erie and Wyoming Valley,	13,727	472	2,614,869	20,457	14,231	27,768	40,753
Fairmont, Morgantown and Pittsburgh,	3,017	1,428	747,202	17,061	12,934	237	11,665
Fall Brook,	266,758	39,386	2,398,172	202,848	166,855	102,337	24,252
Falls Creek,	.....	.....	266,799	.....	.....	.....	.....
Gettysburg and Harrisburg,	15,528	1,141	138,283	22,610	453	16,806	.....
Hunter's Run and Slate Belt,	138	5	10,076	387	4,044	17	5,969
Huntingdon and Broad Top Mountain,	2,717	936	2,549,830	128,651	55,126	77,651	.....
Ironton,	751	.....	86,562	810	83,268	264	2,585
Kinzua Creek and Kane,	.....	.....	.....	43,661	56	896	.....
Kinzua Valley,	396	.....	213	39,060	119	1,831	.....
Kishacoquillas Valley,	1,971	457	2,975	2,138	1,843	203	137
Lackawanna and Montrose,	1,068	641	6,639	1,943	2,340	2,528	581
Lancaster, Oxford and Southern,	.....	.....	.....	.....	.....	.....	10,307
Lake Shore and Michigan Southern,	1,958,756	951,841	6,271,643	682,330	2,105,898	637,584	606,781
Lehigh and Lackawanna,	4,697	45	61,451	4,066	2,528	483	70,515
Lehigh and Susquehanna,	91,634	9,444	5,336,174	113,762	505,360	27,842	2,948,189
Lehigh Valley,	1,610,354	282,260	13,022,785	632,067	661,190	.....	1,577,449
Ligonier Valley,	318	375	109,218	6,536	646	2,067	7,690
Little Saw Mill Run,	.....	.....	242,710	.....	.....	.....	2,088
Mahoning Valley,	185	12	255,140	970	92	210	307
Middletown and Hummelstown,	716	150	12,161	1,612	5,465	.....	616
Mont Alto,	2,678	156	14,591	5,670	5,569	3,135	1,518
Montour,	.....	.....	94,548	.....	8,904	.....	.....
Montrose,	1,963	1,675	5,528	262	698	1,902	11
Mount Jewett and Smethport,	427	10	.....	51,697	4,280	.....	94
Mount Pleasant and Broadford,	3,041	139	433,191	11,181	11,579	964	6,169

* See foot note * Table F.
a See foot note a Table F.
b See foot note b Table F.

TABLE H.—KIND OF FREIGHT CARRIED, IN TONS—Continued.

Name of Company.	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
New Castle and Beaver Valley, b.,	25,132	8,161	2,401,358	50,661	535,638	5,216	30,997
New Castle and Butler,	.....	.....	80,311	.....	.....	.....	.....
New Haven and Dunbar,	450	7	205,001	1,822	29,945	17	37,833
Newport and Sherman's Valley,	1,103	853	2,221	15,362	275	.....	1,478
New York, Lake Erie and Western,	1,641,845	559,904	7,149,166	1,026,220	1,301,576	630,367	619,452
New York, Chicago and St. Louis,	1,032,182	471,586	709,517	265,252	676,493	119,949	9,976
New York and North Pennsylvania,	44	32	.....	37,709	348	431	282
New York, Susquehanna and Western,	35,879	822	1,446,639	36,144	139,898	13,473	142,874
Northern Central,	1,398,925	324,039	8,104,765	1,028,813	2,015,758	162,035	38,224
North East Pennsylvania,	12,741	2,051	22,505	6,335	8,358	.....	17,675
Ohio and Baltimore Short Line,	.....	.....	288,562	6,661	563	148	118
Olean, Oswago and Eastern,	853	1,850	48	7,285	1,307	512	.....
Oregon and Texas,	.....	.....	.....	1,108	.....	.....	.....
Pennsylvania,	3,308,786	1,527,522	36,316,806	2,519,524	11,106,907	302,397	543,165
Pennsylvania and North Western,	.....	.....	1,034,863	80,922	.....	31,468	.....
Penn Gas Coal Company's Railroad,	420	.....	340	400	390	570	5,350
Perkiomen,	132,578	850	1,756	3,367	363	1,988	.....
Perry County,	1,013	12,455	269,212	29,544	124,165	21,931	57,147
Philadelphia and Chester Valley,	15,872	2,245	19,470	4,215	71,210	.....	17,933
Philadelphia, Newtown and New York,	.....	.....	36,798	.....	.....	.....	80,583
Philadelphia and Reading,	1,000,108	291,683	14,473,213	836,730	2,008,133	1,178,805	796,370
Philadelphia, Wilmington and Baltimore,	668,372	362,553	1,735,627	772,896	1,503,781	38,950	34,703
Pine Creek,	252,586	32,733	3,928,490	316,517	192,244	106,023	27,764
Pittsburgh and Castle Shannon,	.....	.....	72,074	.....	.....	9,541	.....
Pittsburgh, Chartiers and Youghiogheny,	2,678	.....	825,365	8,843	9,368	401	1,727
Pittsburgh, Cincinnati, Chicago and St. Louis,	1,450,274	582,233	4,203,351	643,031	2,674,411	227,842	1,060,856

Pittsburgh and Connellsville,	395,359	36,726	3.968,062	222,277	1,179,783	17,098	513,383
Pittsburgh, Fort Wayne and Chicago, b.	718,256	331.217	5.031,824	364,165	2.347.283	61,100	217,381
Pittsburgh and Lake Erie,	64,152	13,131	6.959,795	70,624	941,380	81.123	283,775
Pittsburgh, Marion and Chicago,	2,085	765	132.785	7,445	5.690	8,635	440
Pittsburgh and Moon Run,	.....	.....	258,565	.....	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	17,051	6,236	795,012	27,550	26,915	15.431	15.072
Pittsburgh, Youngstown and Ashtabula,	37.464	13,095	3,956.867	65,526	872.439	9.040	73,373
Reading and Columbia,	118,531	2.110	196,351	.....	32.561	.....	7,439
Reynoldsville and Falls Creek,	.....	.....	1.563,537	.....	.....	.....	1,255
Rupert and Bloomsburg,	1,273	6,104	12,414	5,166	310	.....	4,028
Saint Marys and South Western,	325	390	71,125	3,379	603	174	137
Salisbury,	1,932	83	346,292	6,562	1,034	1,050	2,644
Schuylkill River East Side,	123.450	57,766	834,638	196,576	718,236	70.025	375.669
Sharpsville,	684	21	68,160	1.831	7,100	217	439
Slate Run,	.....	.....	.....	38,000	.....	.....	.....
Somerset and Cambria,*	20.978	1,398	97.293	27,623	131,301	1.843	16,852
Stewartstown,	6 666	244	2,407	2,619	5,395	1.810	.....
Stony Creek,	26.700	8,497	77,798	6,493	33,255	15,186	23.174
Sugar Run,	342	.....	.....	36.446	81	52	1,060
Susquehanna and Buffalo,	.....	.....	102,619	.....	.....	.....	.....
Tamaqua, Hazleton and Northern,	.....	.....	32,019	.....	.....	1.221	.....
Tioga,	13,568	7,976	353,479	44.799	5,357	3,972	3,598
Tionesta Valley,	649	1,142	220	51.621	2,024	737	.....
Tionesta Valley and Hickory,	404	.....	.....	4.075	209	.....	.....
Tionesta Valley and Salmon Creek,	60	645	.....	1.532	261	.....	240
Waynesburg and Washington,	798	2,056	3.248	1.251	2.387	2,305	12
Western Maryland,	60,517	15,278	563,763	50.778	425,785	194,966	9.339
Western New York and Pennsylvania,	90,767	7,728	2,221,248	815,761	599,431	443,186	109,711
Wheeling, Pittsburgh and Baltimore,*	41,478	26,728	998,693	64.117	306,720	8,640	69,163
Wilkes-Barre and Eastern,	78	.....	1,297,685	7,221	693	671	44,215
Williamsport and North Branch,	11,334	6,715	44,276	48,532	14,580	6,263	6,232
Williams Valley,	.....	.....	5,287	.....	.....	.....	12,022
Wilmington and Northern,	22,775	2.795	484,595	26,865	236,105	76.063	12,890
York Southern,	2,986	3.141	7,897	2.912	3,232	3,171	115
Total,	17.860,033	6,675,799	177,933,129	14.545,003	39,450,708	5,763.518	11.747,487

* See foot note * Table F.

b See foot note b Table F

TABLE I.—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Addison and Pennsylvania,	73,637	1,988,149	27	$52,791 46	71.691	2.655	104.760	$1,287 60
Allegheny and Kinzua,	51,990	1,039,100	20	21,420 28	41.200	2.060	.....	.....
Allegheny Valley,	5,253,070	226,699,446	43	1,693,995 58	32.248	747	155.692	6,532 68
Baltimore and Harrisburg,	224,484	9,719,978	43	144,992 72	64.589	1.492	133.631	1,533 15
Baltimore and Philadelphia,*	1,993,409	65,378,691	33	366,819 82	18.402	561	121.952	6,265 13
Bangor and Portland,	163,423	2,451,300	15	107,304 18	65.662	4.377	242.825	2,648 83
Barclay,	61,260	.....	.....	23,023 26	.....	.....	.....	.....
Bare Rock,	17,200	.....	.....	1,801 00	.....	.....	.....	.....
Beaver and Elwood,	43,034	129,102	3	5,142 85	11.950	3.980	.....	1,714 28
Beech Creek,	3,162,295	308,712,054	98	1,185,171 01	37.478	384	220.952	7,916 16
Berlin,	25,584	173,261	7	5,044 64	19.719	2.913	104.748	630 58
Berlin Branch,	11,626	71,600	6	3,849 28	33.109	5.378	59.116	549 90
Bradford, Bordell and Kinzua,	60,571	1,060,005	17	37,231 77	61.467	3.512	106.206	1,159 87
Bradford and West Pennsylvania,	6,831	20,493	.....	1,457 92	25.	8.	.....	454 58
Brownstone and Middletown,	80,086	98,289	1	7,598 98	9.489	7.731	.....	3,039 58
Bellefonte Central,	46,821	.....	.....	9,114 49	21.192	.....	24.237	496 10
Buffalo, Rochester and Pittsburgh,	3,754,946	536,968,459	143	2,507,380 41	66.775	467	123.255	7,467 33
Buffalo and Susquehanna,	700,234	13,301,914	19	297,432 58	42.480	2.240	.....	3,959 43
Catasauqua and Fogelsville,	224,738	2,444,029	11	55,985 72	24.912	2.291	159.295	2,058 30
Central Pennsylvania and Western,	26,598	400,391	15	14,947 49	56.195	3.728	.....	482 18
Central Railroad Company of Pennsylvania,	185,859	2,968,633	16	87,620 33	47.143	2.952	127.295	1.081 40
Chambersburg and Gettysburg,	3,694	.....	.....	.....	.....	.....	.....	.....
Chartiers, a,	1,366,911	7,706,042	6	116,328 03	8.510	1.510	221.784	4,954 35
Chester and Delaware River,	324,124	874,369	3	14,340 50	4.424	1.640	388.421	2,515 88
Clarion River,	57.585	.....	.....	22,771 65	39.550	.....	.....	1,897 64
Cleveland and Pittsburgh, b,	4,541,475	361,061,631	80	2,514,070 64	55.358	696	242.698	11,224 53

Cornwall,	189,114	1,134,684	6	30,948 69	16.365	2.728	200.796	2,442 67
Cornwall and Lebanon,	974.984	13,056,527	13	194.605 40	19.960	1.490	410.751	7,818 61
Confluence and Oakland,	27,783	375,116	14	11,309 20	40.705	3.015	90.973	574 07
Coudersport and Port Allegheny,	81,985	983,820	12	34,014 00	41.500	3.457	69.600	1,546 00
Cumberland Valley,	813,309	40,794,997	50	468,251 95	57.574	1.148	205.847	3,230 88
Delaware and Hudson Canal Company's Railroad,	2,726,978	71,178,727	26	731,840 83	26.837	1.028	66.490	7,142 00
Delaware, Lackawanna and Western,	9,451,133	547,401,789	58	4,853,466 10	51.353	887	92.585	24,963 36
Delaware, Susquehanna and Schuylkill,	1,971,326	170,783,854	87	1,228,842 20	62.336	720	308.298	6,728 22
Dunkirk, Allegheny Valley and Pittsburgh,	202,594	9,337,803	46	135,441 70	66.854	1.450	163.983	1,498 83
East Broad Top,	160,614	4,610,583	29	53,137 59	33.080	1.152	.....	1,257 40
Emporium and Rich Valley,	29,918	299,180	10	[illegible]	42.669	4.267	88.040	880 40
Erie and Pittsburgh,	2,358.547	142,006,450	60	757,419 09	32.114	533	173.746	7,483 64
Erie and Wyoming Valley,	2,732,277	82,241,538	30	620,191 13	22.699	754	325.276	7,928 80
Fairmont, Morgantown and Pittsburgh,	793,544	11,060,175	14	156,414 83	19.711	1.414	287.632	2,717 27
Fall Brook,	3,200,608	106,823,990	33	571,471 68	17.855	535	154.156	5,674 99
Falls Creek,	266,799	.....	.....	8,669 22	3.250	.....	.....	2,889 74
Gettysburg and Harrisburg,	194,821	3,816,536	20	70,812 23	36.850	2.117	144.642	2,046 60
Hunter's Run and Slate Belt,	20,636	129,471	6	4,282 27	20.57[illegible]	3.303	41.8[illegible]	317 21
Huntingdon and Broad Top Mountain,	2,814,911	114,859,965	41	580,257 25	20.614	505	164.631	9,166 78
Ironton,	174,240	696,960	4	78,822 04	45.237	.....	485.896	3,039 00
Kinzua Creek and Kane,	44,613	181,575	5	17,343 41	38.875	.....	.....	1,238 81
Kinzua Valley,	41,619	271,641	6	7,832 65	18.820	2.880	147.078	807 46
Kishacoquillas Valley,	9,724	74,551	.....	4,897 00	52.420	.....	21.900	542 90
Lackawanna and Montrose,	15,740	165,546	11	2,582 76	16.409	1.560	20.613	246 45
Lancaster, Oxford and Southern,	10,307	.....	.....	8,248 38	80.300	.....	.....	414 22
Lake Shore and Michigan Southern,	13,214,833	2,257,167,024	171	12,796,286 82	96.822	567	162.217	9,069 35
Lehigh and Lackawanna,	143,785	2,741,891	20	47,178 70	32.812	1.721	120.665	1,278 21
Lehigh and Susquehanna,	9,031,805	516,265,053	57	4,097,392 54	45.366	794	188.573	17,247 82
Lehigh Valley,	17,786,105	2,333,156,410	131	14,911,114 44	83.838	639	130.509	12,065 74
Ligonier Valley,	126,850	654,910	5	22,448 35	17.697	3.428	239.831	2,137 93
Little Saw Mill Run,	244,798	734,394	3	47,326 73	19.332	6.444	.....	15,755 77
McKeesport Connecting,	.....	.....	.....	40,954 56	.....	.....	.....	.....
Mahoning Valley,	256,916	2,558,883	10	15,303 00	5.955	598	88.658	1,536 45
Middletown and Hummelstown,	20,720	105,012	5	5,828 34	28.132	5.550	116.357	883 08
Monongahela Connecting,	.....	.....	.....	144,680 52	.....	.....	265.566	46,223 80
Mont Alto,	33,317	436.843	13	9,615 53	28.861	.2201	91.376	537 48
Montour,	103,452	1,055,210	.....	14,071 01	.....	.....	.....	.....

* See foot note * Table F.
a See foot note a Table F.
b See foot note b Table F

TABLE I.—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Montrose,	12,039	192,270	16	$15,092 02	125.354	7.849	43.968	$423 97
Mount Jewett, Kinzua and Riterville,	93,199	559,194	6	42,856 48	45.984	7.664	330.989	2,191 03
Mount Jewett and Smethport,	56,508	282,543	5	15,569 76	27.553	5.510	174.862	3,113 95
Mount Penn Gravity,	.....	.....	.....	25 98	.....	.....	.....	.....
Mount Pleasant and Broadford,*	481,924	4,357,572	9	5,919 13	.....	.....	.....	.....
Neversink Mountain,	.....	.....	.....	116 78	.....	.....	.....	.....
New Castle and Beaver Valley, b,	3,057,163	11,204,823	4	197,933 68	6.474	1.767	593.398	13,213 20
New Castle and Butler,	80,311	.....	.....	8,031 18	10.	3.	.....	3,.12 47
New Haven and Dunbar,	275,075	.....	.....	16,087 65	.....	.....	.....	.....
Newport and Sherman's Valley,	21,292	425,840	20	14,053 10	66.	3.300	3..220	458 24
New York, Lake Erie and Western,	12,928,530	2,273,066,463	176	14,204,786 49	109.872	625	161.904	12,920 01
New York, Chicago and St. Louis,	3,284,955	948,719,068	289	5,060,520 58	154.051	533	123.654	9,532 50
New York and North Pennsylvania,	38,846	155,384	4	4,588 43	11.812	2.953	90.217	94 6
New York, Susquehanna and Western,	1,815,729	141,240,436	78	1,265,323 75	69.687	896	170.116	6,829 25
Northern Central,	13,072,559	831,812,794	64	4,804,211 69	36.750	578	186.041	12,885 80
North East Pennsylvania,	69,665	875,419	13	42,563 85	61.098	4.862	219.786	1,662 65
Ohio and Baltimore Short Line,	296,052	2,443,458	8	21,402 46	7.229	876	296.854	2,319 93
Olean, Oswago and Eastern,	11,850	.....	.....	7,561 91	.....	.....	.....	568 71
Oregon and Texas,	1,108	8,864	8	3,324 30	3.750	50.170	.....	415 50
Pennsylvania,	55,625,107	7,716,993,056	139	43,613,118 38	78.405	565	187.166	16,295 26
Pennsylvania and Northwestern,	1,147,252	58,814,641	51	527,068 83	45.942	896	211.916	7,050 14
Penn Gas Coal Company's Railroad,	7,070	24,641	4	2,626 30	37.147	3.715	32.055	262 63
Perkiomen,	647,032	23,457,148	36	245,507 43	37.942	1.047	152.776	6,376 82
Perry County,	9,337	.....	.....	5,837 24	.....	.....	.....	258 28
Philadelphia and Chester Valley,	130,945	1,354,751	10	39,994 39	30.505	2.948	128.204	1,857 87
Philadelphia, Newtown and New York,	117,381	1,173,810	10	31,849 62	27.	2.700	.....	.....

Philadelphia and Reading,	20,585,342	1,789,962,273	87	16,168,100 83	78.542	903	184.773	18,300 90
Philadelphia, Wilmington and Baltimore,	5,116,882	308,112,595	60	3,942,712 34	77.053	1.280	199.359	6,173 80
Pine Creek,	4,856,854	216,465,701	45	841,102 42	17.318	389	147.429	11,244 68
Pittsburgh and Castle Shannon,	81,615	244,845	3	81,094 20	99.350	33.120	662.500	12,476 03
Pittsburgh, Chartiers and Youghiogheny,	848,382	8,481,918	10	145,774 54	17.181	1.719	395.965	8,504 93
Pittsburgh, Cincinnati, Chicago and St. Louis,	10,841,998	1,510,749,209	139	10,085,740 76	93.026	668	150.794	8,762 67
Pittsburgh and Connellsville,	6,332,688	287,438,860	45	2,136,728 85	.....	.....	.....	.....
Pittsburgh, Fort Wayne and Chicago, b,	9,071,226	1,102,157,456	121	7,232,281 56	79.728	656	171.694	15,391 43
Pittsburgh Junction,	.....	.....	.....	341,631 19	.....	.....	.....	49,728 00
Pittsburgh and Lake Erie,	8,413,980	569,020,935	68	3,821,975 64	45.424	672	296.877	21,660 53
Pittsburgh, Marion and Chicago,	158,165	1,971,246	12	32,782 29	20.727	1.617	207.482	1,311 29
Pittsburgh and Moon Run,	258,565	.....	.....	20,293 10	.....	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	903,267	76,928,996	85	378,804 91	41.937	492	122.792	2,411 08
Pittsburgh and Western,	.....	.....	.....	1,247,595 26	.....	.....	184.013	5,932 45
Pittsburgh, Youngstown and Ashtabula,	5,027,804	213,507,663	42	1,313,436 08	26.123	615	248.604	10,278 08
Reading and Columbia,	356,992	9,217,574	26	167,599 83	46.948	1.818	138.202	2,840 67
Reynoldsville and Falls Creek,	1,564,792	.....	.....	87,404 50	.....	.....	.....	.....
Rupert and Bloomsburg,	29,295	52,037	2	8,155 20	27.838	15.672	422.331	3,398 00
Saint Mary's and South Western,	76,133	647,065	12	15,183 47	19.943	900	110.249	690 15
Salisbury,	359,597	2,190,171	6	44,641 45	12.414	2.038	821.523	3,815 51
Schuylkill River, East Side,	2,376,360	11,881,800	5	194,214 53	8.173	1.635	.....	17,835 07
Sharpsville,	78,452	1,291,774	16	15,206 31	19.383	1.177	86.049	770 72
Slate Run,	38,000	570,000	15	12,256 07	32.252	2.150	122.560	817 07
Somerset and Cambria,*	297,288	8,800,927	30	84,922 14	28.566	965	149.649	1,900 81
Stewartstown,	19,281	.....	.....	9,145 05	.....	.....	.....	.....
Stony Creek,	191,103	1,678,815	9	28,041 38	14.673	1.661	160.044	2,722 46
Sugar Run,	37,981	303,848	8	17,891 16	47.106	5.888	439.370	2,236 39
Susquehanna and Buffalo,	102,619	.....	.....	8,852 67	.....	.....	.....	.....
Tamaqua, Hazleton and Northern,	33,240	213,930	6	4,462 22	13.434	2.086	173.695	450 71
Tioga,	432,749	19,710,557	46	175,815 78	40.628	892	151.213	1,654 13
Tionesta Valley,	56,393	221,783	7	42,106 59	69.310	1.266	178.800	697 34
Tionesta Valley and Hickory,	4,688	.....	.....	1,502 42	32.	.....	.....	3 90 48
Tionesta Valley and Salmon Creek,	2,738	11,207	4	989 33	36.130	8.820	98.930	164 88
Waynesburg and Washington,	12,057	284,224	24	19,768 12	163.956	6.955	84.041	702 24
Western Maryland,	1,320,426	66,272,502	50	721,055 31	54.608	1.088	100.652	5,367 91
Western New York and Pennsylvania,	4,287,832	500,674,137	117	2,454,953 06	57.253	490	140.476	3,848 09
Wheeling, Pittsburgh and Baltimore,*	1,515.539	58,031,820	38	421,764 39	27.829	724	112.854	6,434 21
Wilkes-Barre and Eastern.	1,350,563	79.056,752	59	379,015 20	28.064	479	105.210	5,831 00

* See foot note * Table F. See foot note b Table F.

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

Name of Company.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per train mile.	Freight earnings per mile of road.
Williamsport and North Branch,	137,932	4,265,358	31	$72,180 55	52.331	1.692	163.438	$1,604 01
Williams Valley,	17,309	.....	.....	9,399 15	54.300	.....	.....	783 26
Wilmington and Northern,	862,088	29,627,033	34	361,619 07	41.947	1.221	176.200	3,931 47
York Southern,	23,454	557,814	24	21,928 34	93.495	3.931	132.417	5,348 37
Total,	273,975,677	29,019,413,044	....	$175,760,183 25	.....	.....	.....	.....

TABLE J.—EARNINGS AND INCOME DURING THE YEAR.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, lease of road, etc.	Total earnings and income.
Addison and Pennsylvania,	$25,175 77	$52,791 46	$2,700 00	$80,667 23	$15,540 27	$96,207 50
Allegheny and Kinzua,	.....	21,420 28	.....	21,420 28	.....	21,420 28
Allegheny Valley,	689,250 36	1,700,456 25	11,329 54	2,401,036 15	.....	2,401,036 15
Allentown,	.....	.....	.....	.....	3,541 82	3,541 82
Allentown Terminal,	.....	.....	.....	.....	40,500 00	40,500 00
Bald Eagle Valley,	.....	.....	.....	.....	160,862 94	160,862 94
Baltimore and Cumberland Valley,	.....	.....	.....	.....	4,368 00	4,368 00
Baltimore and Cumberland Valley Extension,	.....	.....	.....	.....	32,700 00	32,700 00
Baltimore and Harrisburg,	113,129 62	147,182 41	.....	260,312 03	.....	260,312 03
Baltimore and Harrisburg Western Extension,	.....	.....	.....	.....	12,000 00	12,000 00
Baltimore and Philadelphia,*	364,292 81	371,622 02	.....	735,914 83	.....	735,914 83
Bangor and Portland	32,495 80	107,304 18	698 63	140,498 61	.....	140,498 61
Barclay,	5,898 62	23,023 26	5,323 19	34,245 07	.....	34,245 07
Bare Rock,	686 80	1,801 00	.....	2,487 80	.....	2,487 80
Beaver and Elwood,	2,681 15	5,142 85	.....	7,824 00	.....	7,824 00
Bedford and Bridgeport,	.....	.....	.....	.....	124,689 69	124,689 69
Beech Creek,	83,422 66	1,185,287 04	5,014 90	1,273,724 60	.....	1,273,724 60
Berlin,	1,738 21	5,044 64	.....	6,782 85	.....	6,782 85
Berlin Branch,	1,714 90	3,849 28	81 60	5,645 18	7 39	5,652 57
Bloomsburg and Sullivan,	17,424 84	41,689 78	.....	59,114 62	.....	59,114 62
Bradford, Bordell and Kinzua,	20,889 61	37,231 77	.....	58,121 38	.....	58,121 38
Bradford and West Pennsylvania,	.....	1,457 92	825 00	2,282 92	.....	2,282 92

* See foot note * Table F.

TABLE J.—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation,	Income from other sources, including interest on bonds, dividends on stock, rentals, lease of road, etc.	Total earnings and income.
Brownstone and Middletown,	$563 33	$7,598 98	$2,700 21	$10,862 52		$10,862 52
Bellefonte Central,	10,608 45	9,114 49	396 46	20,119 40		20,119 40
Buffalo, Rochester and Pittsburgh,	374,955 73	2,507,380 41	18,936 04	2,901,272 18	$38,202 47	2,939,474 65
Buffalo and Susquehanna,	38,922 65	297,432 58	18,169 66	353,831 89		353,831 89
Bustleton,					73 62	73 62
Cambria and Clearfield,					64,275 33	64,275 33
Catasauqua and Fogelsville,	1,776 58	55,985 72		57,762 30	689 98	58,452 28
Catawissa,					234,000 00	234,000 00
Central Pennsylvania and Western,	8,011 19	14,947 49	129 74	23,088 42		23,088 42
Central Railroad Company of Pennsylvania,	15,591 41	41,417 71	775 02	57,784 14		57,784 14
Chambersburg and Gettysburg,	47 40	818 57		865 97		865 97
Chartiers, a,	120,850 78	116,328 03	4,575 42	241,754 23	15,695 91	257,450 14
Chester Creek,					24,217 21	24,217 21
Chester and Delaware River,		14,340 50		14,340 50		14,340 50
Chestnut Hill,					16,478 00	16,478 00
Clarion River,	3,114 73	22,771 65		25,886 38		25,886 38
Clearfield and Mahoning,					71,500 00	71,500 00
Cleveland and Pittsburgh, b,	705,787 23	2,514,070 64	42,888 77	3,262,746 64	11,923 09	3,274,669 73
Colebrookdale,					13,606 04	13,606 04
Columbia and Port Deposit,					125,084 38	125,084 38
Connecting,					151,120 39	151,120 39
Cornwall,	12,933 95	30,948 69	270 53	44,153 17		44,153 17
Cornwall and Lebanon,	18,678 87	194,605 40	2,519 87	215,804 14		215,804 14
Confluence and Oakland,	3,040 99	11,309 20		14,350 19		14,350 19
Coudersport and Pine Creek,					3,090 00	3,090 00
Coudersport and Port Allegheny,	14,463 00	34,014 00		48,477 00		48,477 00

Cresson and Irvona,					8,047 60	8,047 60
Cumberland Valley,	339,363 79	468,251 95	15,398 02	823,553 76	7,080 00	830,633 76
Delaware and Hudson Canal Company's Railroad,	273,976 20	731,840 83	4,276 03	1,010,093 06	259,123 90	1,269,216 96
Delaware, Lackawanna and Western,	1,250,783 52	4,858,120 60	624,011 30	6,732,915 42	6,283,163 28	13,016,078 70
Delaware, Susquehanna and Schuylkill,	10,706 50	1,228,842 20	556 96	1,240,105 66	1,273 63	1,241,379 29
Dillsburg and Mechanicsburg,					2,919 22	2,919 22
Dunkirk, Allegheny Valley and Pittsburgh,	96,238 13	135,794 08	229 43	232,261 64		232,261 64
East Broad Top,	13,607 34	53,137 59	314 19	67,059 12	532 36	67,591 48
East Mahanoy,					32,201 00	32,201 00
East Pennsylvania,					123,627 00	123,627 00
Easton and Philadelphia,					3,420 76	3,420 76
Elmira and Williamsport,					156,423 56	156,423 56
Ellwood Connecting,	531 45	1,087 62		1,619 07	120 00	1,739 07
Ellwood Short Line,					71,017 90	71,017 90
Emporium and Rich Valley,	880 37	12,765 85		13,646 22		13,646 22
Erie and Pittsburgh,	125,479 86	757,419 09	35,232 35	918,131 30	30,617 84	948,749 14
Erie and Wyoming Valley,	49,196 44	620,191 13	52,214 23	721,601 80		721,601 80
Fairmont, Morgantown and Pittsburgh,	63,030 00	156,514 83		219,544 83		219,544 83
Fall Brook,	81,386 17	571,471 68	832 74	653,690 50	182,155 08	835,845 67
Falls Creek,		8,669 22		8,669 22		8,669 22
Fayette County,					9,000 00	9,000 00
Gettysburg and Harrisburg,	39,360 16	70,812 23		110,172 39		110,172 39
Hanover and New Port,			2,015 29	2,015 29		2,015 29
Hanover and York,					15,532 32	15,532 32
Harrisburg, Portsmouth, Mt. Joy and Lancaster,					128,774 64	128,774 64
Hunter's Run and Slate Belt,	2,330 92	4,282 27	202 26	6,815 45		6,815 45
Huntingdon and Broad Top Mountain,	49,791 52	580,257 25	2,755 64	632,804 41		632,804 41
Ironton,		27,351 08		27,351 08	1,671 88	29,022 96
Jamestown and Franklin,					60,245 58	60,245 58
Johnsonburg,					23,838 59	23,838 59
Junction,					186,495 46	186,495 46
Kensington and Tacony,					244 84	244 84
Kinzua Creek and Kane,		17,343 41		17,343 41		17,343 41
Kinzua Hemlock,					2,278 10	2,278 10
Kinzua Valley,	280 64	8,074 62		8,355 26	34 52	8,389 78
Kishacoquillas Valley,	3,996 91	4,897 00		8,893 91		8,893 91
Lackawanna and Montrose,	10,162 23	2,582 76	41 00	12,785 99		12,785 99

a See foot note a Table F.
b See foot note b Table F.

TABLE J.—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, lease of road, etc.	Total earnings and income.
Lancaster, Oxford and Southern,	$5,487 66	$8,248 38	.....	$13,772 04	.....	$13,772 04
Lancaster and Reading Narrow Gauge,	17,354 90	18,083 30	.....	35,438 20	.....	35,438 20
Lake Shore and Michigan Southern,	6,451,842 57	13,066,851 11	$306,842 20	19,825,535 88	$400,420 03	20,225,955 91
Lehigh and Lackawanna,	21,016 33	47,178 70	366 55	71,561 58	.....	71,561 58
Lehigh and Susquehanna,	273,523 62	4,097,352 54	14,358 20	4,385,274 36	.....	4,385,274 36
Lehigh Valley,	2,460,408 33	14,911,144 44	654,865 72	18,026,418 49	1,282,799 88	19,309,218 37
Lewisburg and Tyrone,	.....	.....	.....	.....	2,517 55	2,517 55
Ligonier Valley,	22,204 56	22,448 35	.....	44,652 91	.....	44,652 91
Little Saw Mill Run,	1,468 70	47,326 73	1,450 94	50,246 37	.....	50,246 37
Litttle Schuylkill Navigation,	.....	.....	.....	.....	225,680 53	225,680 53
Lykens Valley,	.....	.....	.....	.....	62,902 16	62,902 16
McKeesport Connecting,	.....	40,954 56	.....	40,954 56	.....	40,954 56
Mahoning Valley,	733 80	15,303 00	24,210 08	40,246 88	.....	40,246 88
Mahoning State Line,	.....	.....	.....	.....	750 00	750 00
Meadville, Conneaut Lake and Linesville,	.....	.....	.....	.....	8,000 00	8,000 00
Middletown and Hummelstown,	2,574 96	5,828 34	4 03	8,407 33	.....	8,407 33
Mifflin and Centre County,	.....	.....	.....	.....	25,573 54	25,573 54
Mine Creek and Mine Hill,	.....	.....	.....	.....	33,000 00	33,000 00
Mine Hill and Schuylkill Haven,	.....	.....	.....	.....	355,331 00	355,331 00
Monongahela Connecting,	.....	144,680 52	.....	144,680 52	.....	144,680 52
Mont Alto,	11,384 50	9,615 55	.....	21,000 05	.....	21,000 05
Montour,	10,430 99	14,071 01	1,842 89	26,344 89	.....	26,344 89
Montrose,	8,420 85	11,871 31	.....	20,292 16	20 00	20,312 16
Mount Carbon and Port Carbon,	.....	.....	.....	.....	36,250 00	36,250 00
Mount Carbon and Natalie,	.....	.....	.....	.....	45,774 01	45,774 01
Mount Jewett, Kinzua and Riterville,	1,003 45	42,856 48	.....	43,859 93	.....	43,859 93

Mount Jewett and Smethport,	287 70	15,418 08		15,705 78	33 55	15,739 33
Mount Penn Gravity,	13,652 79	25 98	139 46	13,818 23		13,818 23
Mount Pleasant and Broadford,*	3,206 17	5,919 13		9,125 30		9,125 30
Nescopec,					2,759 85	2,759 85
Nesquehoning Valley,					79,448 58	79,448 58
Neversink Mountain,	10,554 66	116 78	346 18	11,017 62		11,017 62
New Castle and Beaver Valley, b,	20,429 76	197,933 68	500 01	218,863 45	4,709 41	223,572 86
New Castle and Butler,		8,031 18		8,031 18		8,031 18
New Castle and Shenango Valley,					20,365 25	20,365 25
New Haven and Dunbar,		16,087 65		16,087 65		16,087 65
Newport and Sherman's Valley,	9,407 40	14,053 10	145 37	23,605 87		23,065 87
New York, Lake Erie and Western,	5,966,802 19	19,242,959 54	583,074 52	25,792,836 25	541,706 97	26,334,543 22
New York, Chicago and St. Louis,	943,817 72	5,060,520 58	7,724 40	6,012,062 70	6,942 30	6,019,005 00
New York and North Pennsylvania,	2,132 05	4,588 43		6,720 48	1,746 70	8,467 18
New York, Pennsylvania and Ohio,					2,091,712 26	2,091,712 26
New York, Susquehanna and Western,	385,574 16	1,265,323 75	35,111 24	1,686,009 15	23,526 59	1,709,535 74
Nittany Valley,					8,937 50	8,937 50
Northern Central,	1,389,460 98	4,804,211 69	176,871 57	6,370,544 24	401,605 77	6,772,150 01
North Bend and Kettle Creek,		2,661 80		2,661 80		2,661 80
North East Pennsylvania,	39,146 24	42,563 85		81,710 09	253 36	81,963 45
North Pennsylvania,					881,700 00	881,700 00
North and West Branch,					265,887 15	265,887 15
Ohio and Baltimore Short Line,		21,575 38		21,575 38		21,575 38
Ohio Connecting,					119,045 62	119,045 62
Olean, Oswago and Eastern,	2,849 14	7,961 91		10,811 05		10,811 05
Ontario, Carbondale and Scranton,					104,478 70	104,478 70
Oregon and Texas,	3,324 00			3,324 00		3,324 00
Pennsylvania,	17,156,284 42	43,613,118 38	970,514 84	61,739,917 68	5,169,191 14	66,909,108 78
Pennsylvania Company,					2,016,298 71	2,016,298 71
Pennsylvania and New York Canal and Railroad,					530,000 00	530,000 00
Pennsylvania, Poughkeepsie and Boston,					7,037 25	7,037 25
Pennsylvania Schuylkill Valley,					359,551 52	359,551 52
Pennsylvania and Northwestern,	43,379 63	527,068 83	3,864 22	574,312 68		574,312 68
Penn Gas Coal Company's Railroad,	4,722 84	2,626 30		7,349 14		7,349 14
People's,	18,360 70	5,424 79		23,785 49	305 81	24,091 30
Perkiomen,	50,327 77	245,507 43		295,835 20	857 70	296,692 90
Perry County,	10,417 49	5,837 24		16,254 73		16,254 73
Philadelphia and Baltimore Central,					232,417 13	232,417 13

* See foot note * Table F.
b See foot note b Table F.

TABLE J.—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, lease of road, etc.	Total earnings and income.
Philadelphia Belt Line,	.....	.....	$2,397 55	$2,397 55	.....	$2,397 55
Philadelphia and Chester Valley,	$6,664 98	$39,944 39	357 08	46,966 45	.....	46,966 45
Philadelphia and Erie,	.....	.....	.....	.....	$1,075,449 69	1,075,449 69
Philadelphia and Frankford,	.....	.....	.....	.....	19,024 70	19,024 70
Philadelphia, Germantown and Chestnut Hill,	.....	.....	.....	.....	38,822 07	38,822 07
Philadelphia, Germantown and Norristown,	.....	.....	.....	.....	281,225 71	281,225 71
Philadelphia, Harrisburg and Pittsburgh,	.....	.....	.....	.....	25,000 00	25,000 00
Philadelphia, Newtown and New York,	84,676 83	31,849 62	248 21	116,774 66	.....	116,774 66
Philadelphia and Reading,	4,426,229 42	16,169,214 63	62,790 36	20,658,234 41	542,937 34	21,201,171 75
Philadelphia and Reading Terminal,	.....	.....	.....	.....	634,616 07	634,616 07
Philadelphia and Trenton,	.....	.....	.....	.....	66,687 01	66,687 01
Philadelphia, Wilmington and Baltimore,	4,769,033 69	3,942,712 34	118,402 87	8,830,148 90	484,967 19	9,315,116 09
Pickering Valley,	.....	.....	.....	.....	5,924 75	5,924 75
Pine Creek,	65,159 28	841,102 42	.....	906,261 70	.....	906,261 70
Pittsburgh and Castle Shannon,	45,936 08	81,094 20	935 69	127,965 97	.....	127,965 97
Pittsburgh, Chartiers and Youghiogheny,	11,883 75	145,774 54	25 00	157,683 29	1,299 80	158,983 09
Pittsburgh, Cincinnati, Chicago and St. Louis,	4,436,483 89	10,085,740 76	163,001 92	14,685,226 57	746,827 71	15,432,054 28
Pittsburgh and Connellsville,	720,688 86	2,139,086 55	.....	2,859,775 41	8,741 00	2,868,516 41
Pittsburgh, Fort Wayne and Chicago, b,	2,696,608 43	7,232,281 56	194,221 37	10,123,111 36	.....	10,123,111 36
Pittsburgh Junction,	6,175 83	341,631 39	.....	347,807 22	.....	347,807 22
Pittsburgh and Lake Erie,	513,717 97	3,826,910 81	20,440 78	4,361,069 56	14,000 00	4,375,069 56
Pittsburgh, Marion and Chicago,	9,550 94	32,782 29	6 00	42,339 23	.....	42,339 23
Pittsburgh, McKeesport and Youghiogheny,	.....	.....	.....	.....	499,519 22	499,519 22
Pittsburgh and Moon Run,	2,409 86	20,293 10	.....	22,702 96	.....	22,702 96

Pittsburgh and Northern,	410 25			410 25		410 25
Pittsburgh, Shenango and Lake Erie,	177,752 89	378,804 91	11,159 86	567,717 66	2,240 26	569,957 92
Pittsburgh, Virginia and Charleston,					588,324 93	588,324 93
Pittsburgh and Western,	388,570 62	1,247,595 26	41,148 85	1,677,614 73		1,677,614 73
Pittsburgh, Youngstown and Ashtabula,	146,175 34	1,313,436 08	19,790 64	1,479,402 06		1,479,402 06
Reading and Columbia,	111,488 04	167,599 83	695 64	279,783 51	1,106 07	280,889 58
Reynoldsville and Falls Creek,		87,404 50		87,404 50		87,404 50
Ridgway and Clearfield,					47,008 00	47,008 00
River Front,					34,553 93	34,553 93
Rochester, Beaver Falls and Western,					492 15	492 15
Rupert and Bloomsburg,	2,127 33	8,155 20	217 48	10,500 01		10,500 01
Saint Mary's and South Western,	2,113 29	15,183 47	50,683 35	67,980 11		67,980 11
Salisbury,	271 76	44,641 45		44,913 21		44,913 21
Schuylkill and Lehigh,					27,000 00	27,000 00
Schuylkill and Lehigh Valley,					100,000 00	100,000 00
Schuylkill River, East Side,	86,976 62	196,185 75		283,162 37		283,162 37
Schuylkill Valley Navigation Railroad,					29,450 00	29,450 00
Shamokin, Sunbury and Lewisburg,					110,000 00	110,000 00
Shamokin Valley and Pottsville,					200,322 44	200,322 44
Sharon,					36,426 00	36,426 00
Sharpsville,	2,871 26	15,206 31	11,719 75	29,797 32	45 00	29,842 32
Sheffield and Spring Creek, c,					25 00	25 00
Slack Water Connecting,			19,721 22	19,721 22		19,721 22
Slate Run,		12,256 07		12,256 07		12,256 07
Somerset and Cambria,*	41,866 74	85,726 47		127,593 21		127,593 21
South Fork,					994 13	994 13
Southwest Pennsylvania,					382,240 11	382,240 11
Southern Pennsylvania Railway and Mining Company,					2,255 88	2,255 88
State Line and Sullivan,					40,000 00	40,000 00
Stewartstown,	3,161 82	9,145 05	220 17	12,527 04	1,400 00	13,927 04
Stony Creek,	16,387 21	28,041 38		44,428 59	537 79	44,966 38
Sugar Run,		17,891 16		17,891 16		17,891 16
Sunbury, Hazleton and Wilkes-Barre,					249,006 99	249,006 99
Sunbury and Lewistown,					211,739 13	211,739 13
Susquehanna and Buffalo,	100 00	8,852 64		8,952 64		8,952 64
Tamaqua, Hazleton and Northern,		4,462 22		4,462 22		4,462 22
Tiadaghton and Fahnestalk,					258 50	258 50

b See foot note b Table F.
c For the month of July, 1894.
* See foot note * Table F.

TABLE J.—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, lease of road, etc.	Total earnings and income.
Tioga,	$54,864 96	$175,912 01	$57,860 20	$288,637 17	.....	$288,637 17
Tionesta Valley,	9,825 33	42,140 47	3,228 55	55,194 35	.....	55,194 35
Tionesta Valley and Hickory,	.....	1,502 42	.....	1,502 42	.....	1,502 42
Tionesta Valley and Salmon Creek,	.....	989 33	.....	989 33	.....	989 33
Tuscarora Valley,	4,576 07	6,096 53	.....	10,672 60	.....	10,672 60
Tyrone and Clearfield,	.....	.....	.....	.....	$115,275 33	$115,275 33
Ursini and North Fork,	32 99	1,837 71	.....	1,870 70	.....	1,870 70
Warren and Farnsworth,	31,048 13	19,768 12	23 70	50,839 95	.....	50,839 95
West Chester,	.....	.....	.....	.....	13,910 32	13,910 32
Western Maryland,	364,641 68	742,918 87	.....	1,107,560 55	.....	1,107,560 55
Western New York and Pennsylvania,	806,800 36	2,475,210 08	.....	3,282,010 44	29,600 25	3,311,610 69
Western Pennsylvania,	.....	.....	.....	.....	498,690 21	498,690 21
Wheeling, Pittsburgh and Baltimore,*	210,404 06	423,371 11	.....	633,775 17	.....	633,775 17
Wilkes-Barre and Eastern,	15,516 60	379,015 20	67 31	394,599 11	161 86	394,760 97
Wilkes-Barre and Scranton,	.....	.....	.....	.....	50,581 40	50,581 40
Williamsport and North Branch,	31,656 80	72,180 55	954 18	104,791 53	.....	104,791 53
Williams Valley,	12,506 57	9,399 15	.....	21,905 72	.....	21,905 72
Wilmington and Northern,	92,409 81	362,875 48	7,110 87	462,396 16	.....	462,396 16
York Southern,	14,062 55	21,928 34	828 89	36,819 78	.....	36,819 78
Total,	$60,887,388 51	$180,817,673 01	$4,426,743 33	$246,131,804 85	$31,322,231 05	$277,454,035 90

* See foot not * Table F.

42-8-95

TABLE K.—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Addison and Pennsylvania,	$23,903 32	$4,788 35	$23,862 09	$4,158 34	$56,712 10
Allegheny and Kinzua,	3,495 66	2,057 04	9,718 17	1,823 55	17,094 42
Allegheny Valley,	371,492 43	298,350 28	702,941 84	55,423 27	1,428,207 82
Baltimore and Harrisburg,	44,412 95	17,667 12	96,895 02	7,473 95	166,449 04
Baltimore and Philadelphia,*	128,506 21	58,427 67	377,846 32	57,845 72	622,625 92
Bangor and Portland,	42,666 72	13,748 07	37,493 62	11,640 32	105,548 73
Barclay,	6,337 45	.....	12,310 69	4,673 57	23,321 71
Bare Rock.	.....	.....	1,008 09	690 88	1,698 97
Beaver and Elwood,	.....	185 28	4,987 27	25 00	5,197 55
Beech Creek,	168,033 28	164,144 49	331,639 58	29,551 41	693,368 76
Berlin,	3,975 99	153 93	4,910 55	3,024 63	12,065 10
Berlin Branch,	1,932 14	.....	3,233 72	372 73	5,538 59
Bloomsburg and Sullivan,	7,722 81	11,992 01	7,992 43	1,144 47	28,851 72
Bradford, Bordell and Kinzua,	13,171 39	6,410 79	24,363 27	4,824 87	48,770 32
Bradford and West Pennsylvania,	2,102 55	692 68	1,056 40	1,030 94	4,882 57
Brownstone and Middletown,	1,693 05	2,396 82	6,158 91	923 20	11,171 98
Bellefonte Central,	2,593 28	2,533 23	8,685 75	4,742 27	18,554 53
Buffalo, Rochester and Pittsburgh,	336,357 79	551,538 47	1,107,023 17	$7,803 02	2,082,722 45
Buffalo and Susquehanna,	68,616 71	31,547 07	81,438 83	31,874 42	213,477 03
Bustleton, a,	.....	.....	.....	.....	.....
Catasauqua and Fogelsville.	10,569 40	1,427 64	14,098 06	220 68	26,315 78
Central Pennsylvania and Western,	2,046 95	1,716 86	4,526 01	13,895 30	22,184 22
Central Railroad Company of Pennsylvania,	14,399 91	2,946 10	33,099 51	9,311 21	59,755 83
Chambersburg and Gettysburg,	380 70	1 76	313 99	63 27	759 72

* See foot note * Table F.
a Deficit from operations, $6,607.45.

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Chartiers, a-1,	$57,578 66	$21,984 57	$120,700 20	$1,854 23	$202,117 66
Chester and Delaware River,	9,740 35	3,830 56	17,901 53	916 78	32,389 22
Clarion River,	212 00	.....	15,271 81	.....	15,483 81
Cleveland and Pittsburgh, b,	276,002 68	310,797 39	1,158,335 63	43,033 18	1,788,168 88
Cornwall,	13,363 99	6,546 54	23,439 96	3,055 30	46,405 79
Cornwall and Lebanon,	27,977 51	8,624 76	64,476 89	7,085 27	108,164 43
Confluence and Oakland,	6,950 39	124 08	7,407 83	7,742 58	22,224 88
Coudersport and Port Allegheny,	7,939 00	1,270 00	13,575 00	2,490 00	25,274 00
Cumberland Valley,	147,970 44	78,079 47	313,985 27	34,941 98	574,977 16
Delaware and Hudson Canal Company s Railroad,	127,068 20	117,290 70	986,334 41	16,746 60	i 1,516,596 72
Delaware, Lackawanna and Western,	515,290 15	812,059 87	2,512,580 68	97,634 06	3,937,564 76
Delaware, Susquehanna and Schuylkill,	56,538 88	62,122 45	770,798 98	49,916 92	939,377 23
Downingtown and Lancaster, c,	.....	.....	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburgh,	110,180 15	17,608 53	94,044 50	4,171 08	226,004 26
East Broad Top,	13,773 55	8,804 96	25,485 39	6,931 60	54,995 50
Ebensburg and Black Lick, d,	.....	.....	.....	.....	.....
Emporium and Rich Valley,	1,423 68	897 61	4,105 85	1,827 33	8,254 47
Erie and Pittsburgh,	86,049 28	102,572 36	375,908 88	9,525 70	574,056 22
Erie and Wyoming Valley,	140,400 50	103,562 83	240,454 84	14,954 34	499,372 51
Fairmont, Morgantown tnd Pittsburgh,	56,452 58	5,095 33	79,065 17	21,911 65	162,524 73
Fall Brook,	90,157 46	43,249 48	272,129 33	34,154 40	439,690 67
Falls Creek,	457 82	.....	6,669 99	2,516 86	9,644 67
Gettysburg and Harrisburg,	24,427 07	11,272 37	39,005 01	1,547 51	76,251 96
Hanover and New Port,	138 19	.....	.....	.....	138 19
Hunter's Run and Slate Belt,	1,884 16	627 30	2,931 40	917 59	6,360 45
Huntingdon and Broad Top Mountain,	41,022 48	33,796 70	145,026 41	43,816 00	263,661 59

Ironton,	3,883 45	1,288 60	6,801 96	883 63	12,857 64
Junction,	23,039 78	.....	160,324 06	1,207 61	184,571 45
Kinzua Creek and Kane,	3,735 99	1,043 56	6,337 71	2,198 06	13,315 32
Kinzua Valley,	6,664 48	436 94	1,967 12	1,305 11	10,373 65
Kishacoquillas Valley,	2,380 65	881 08	4,233 32	355 47	7,850 22
Lackawanna and Montrose,	2,440 74	133 11	9,487 64	.....	12,061 49
Lancaster, Oxford and Southern,	4,630 59	1,380 38	6,654 88	1,800 66	14,466 42
Lancaster and Reading Narrow Gauge,	6,781 15	2,086 18	13,144 77	2,476 17	24,488 27
Lake Shore and Michigan Southern,	2,314,141 38	2,037,689 45	8,032,583 74	339,813 24	12,724,227 81
Lehigh and Lackawanna,	18,175 42	7,274 47	31,689 00	3,160 49	60,304 38
Lehigh and Susquehanna,	334,686 63	556,083 71	1,274,177 28	108,032 07	2,272,979 72
Lehigh Valley,	1,746 647 68	2,327,659 60	8,881,662 17	568,368 95	13,524,338 40
Ligonier Valley,	9,499 40	2,029 24	10,516 78	8,480 90	30,526 32
Little Saw Mill Run,	3,430 78	4,510 82	9,803 54	3,780 54	21,524 68
McKeesport Connecting,	2,176 88	6,372 94	24,819 68	2,262 06	35,631 56
Mahoning Valley,	422 69	1,684 91	10,443 85	1,937 45	14,488 90
Middletown and Hummelstown,	2,6 9 23	2,415 83	6,355 78	5 75	11,406 59
Monongahela Connecting,	18,045 26	8,783 29	45,893 82	9,760 90	82,483 37
Mont Alto,	8,029 04	823 18	9,362 54	626 85	18,841 61
Montour,	5,912 15	5,904 25	8,737 49	966 00	21,519 89
Montrose,	6 905 99	8,816 95	7,707 56	1,100 00	24,530 50
Mount Jewett, Kinzua and Ritersville,	14,128 20	4,598 22	11,406 47	443 77	33,576 66
Mount Jewett and Smethport,	2,574 55	943 30	5,179 63	1,085 03	9,782 31
Mount Penn Gravity,	637 51	866 19	14,234 02	2,783 91	18,521 63
Mount Pleasant and Broadford,*	.....	.....	.....	148 74	148 74
Neversink Mountain,	628 49	1,984 14	3,007 39	10,560 77	16,181 09
New Castle and Beaver Valley, b,	12,413 32	12,159 49	85,541 63	3,470 86	113,585 30
New Castle and Butler,	.....	.....	4,860 17	3,242 12	8,102 29
New Haven and Dunbar,	2,867 17	7,073 05	5,864 41	1,644 25	17,448 88
Newport and Sherman's Valley,	2,476 18	2,397 50	8,501 59	1,058 57	14,433 84
New York, Lake Erie and Western,	2,491,866 65	3,273,112 31	11,717,509 45	555,388 36	18,037,876 77
New York, Chicago and St. Louis,	527,237 54	540,528 32	3,574,923 15	101,934 12	4,744,623 13
New York and North Pennsylvania,	1,963 75	.....	3,662 00	384 00	6,009 75
New York, Susquehanna and Western,	160,671 11	163,911 61	670,658 21	103,920 73	1,099,161 69
Northern Central,	779,087 35	951,218 30	2,581,784 29	134,805 16	4,446,895 10
North Bend and Kettle Creek,	1,693 82	575 70	4,772 62	.....	7,042 14
North East Pennsylvania,	15,002 37	.....	49,709 79	545 12	65,257 28

a-1 See foot note f Table F.
b See foot note b Table F.
c Deficit from operations, $21,155.83.
d Deficit from operations, $2,677.61.
f Includes $269,156.81 expenses gravity road.
* See foot note * Table F.

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Ohio and Baltimore Short Line,	$9,878 38	$1,409 45	$18,015 13	$3,598 64	$32,901 60
Olean, Oswago and Eastern,	27 62	421 55	5,307 54	621 50	6,378 21
Oregon and Texas,	433 00	70 00	2,230 00	910 00	3,643 00
Pennsylvania,	7,019,010 77	8,937,909 69	24,595,260 39	1,483,965 86	42,036,146 71
Pennsylvania and North Western,	73 362 94	50,037 63	209,645 65	40,183 14	373,228 46
Penn Gas Coal Company's Railroad,	8,821 20	100 00	7,966 16	.....	16,887 36
People's	2,117 55	2,613 68	3,061 32	3,182 00	10,974 55
Perkiomen,	40,085 72	.....	127,414 79	6,205 46	173,705 97
Perry County,	3,431 45	836 45	6,344 67	899 69	11,512 26
Philadelphia Belt Line,	5,631 06	.....	8,375 55	4,276 35	18,282 96
Philadelphia and Chester Valley,	15,682 21	7,462 63	19,386 33	2,850 04	45,381 21
Philadelphia and Delaware County, e,	.....	.....	.....	.....	.....
Philadelphia, Newtown and New York,	23,021 47	.....	57,188 34	4,847 18	85,056 99
Philadelphia and Reading,	1,755,043 98	2,115,020 66	7,264,823 12	568,927 64	11,703,815 40
Philadelphia, Wilmington and Baltimore,	1,184,390 39	1,026,594 98	3,977,419 56	173,344 76	6,361,749 69
Pine Creek,	127,419 03	59,035 97	335,721 64	31,367 70	553,544 34
Pittsburgh and Castle Shannon,	7,003 55	2,923 47	96,186 34	3,005 70	109,119 06
Pittsburgh, Chartiers and Youghiogheny,	30,411 92	16,063 25	46,388 29	4,962 33	97,825 79
Pittsburgh, Cincinnati, Chicago and St. Louis,	1,439,695 99	2,261,211 02	6,190,615 73	279,780 25	10,171,302 99
Pittsburgh and Connellsville,	364,726 43	215,383 56	1,229,860 70	124,941 11	1,934,911 80
Pittsburgh, Fort Wayne and Chicago,	977,996 13	1,406,074 72	4,211,338 47	151,566 77	6,746,976 09
Pittsburgh Junction,	19,856 85	3,906 83	95,787 09	14,913 18	134,463 95
Pittsburgh and Lake Erie,	752,127 45	587,651 97	1,463,892 36	99,206 40	2,903,878 18
Pittsburgh, Marion and Chicago,	13,273 20	5,232 32	13,871 65	5,862 78	38,239 95
Pittsburgh and Moon Run,	2,799 88	1,935 45	5,822 59	13,538 79	24,096 71
Pittsburgh and Northern,	3 55	53 79	1,035 25	85 00	1,177 59

Pittsburgh, Shenango and Lake Erie,	74,011 50	15,754 00	250,240 10	10,785 76	410,791 36
Pittsburgh and Western,	178,252 43	200,837 62	585,767 75	47,294 52	1,102,152 32
Pittsburgh, Youngstown and Ashtabula,	139,365 43	167,948 39	509,773 36	17,703 82	835,791 00
Pomeroy and Newark, f.,	.....	.....	.....	.....	.....
Reading and Columbia,	45,685 65	33,314 14	109,311 74	1,228 94	189,600 48
Reynoldsville and Falls Creek,	10,510 72	.....	34,049 94	16,189 11	60,749 77
Rupert and Bloomsburg,	781 89	1,593 07	5,650 84	43 18	8,028 98
Saint Marys and South Western,	8,596 12	2,148 66	8,541 01	2,522 19	21,810 98
Salisbury,	10,203 83	530 56	13,956 29	4,610 65	29,301 33
Sharpsville,	4,187 97	871 54	16,805 20	1,716 93	23,581 64
Slack Water Connecting,	1,079 57	3,465 71	10,272 62	2,360 00	17,177 90
Slate Run,	4,360 82	3,615 66	5,867 81	903 74	14,748 03
Somerset and Cambria,*	30,575 68	4,808 59	52,420 38	17,902 82	105,706 87
Stewartstown,	1,680 61	530 28	4,509 69	565 36	7,285 94
Stony Creek,	9,592 69	.....	22,645 64	2,030 28	34,328 61
Sugar Run,	1,920 74	1,955 45	7,084 67	1,202 00	12,162 86
Susquehanna and Buffalo,	3,364 83	801 29	2,642 36	1,508 50	8,316 98
Susquehanna and Clearfield, g.,	.....	.....	.....	.....	.....
Tamaqua, Hazleton and Northern,	713 04	224 51	782 35	11 83	1,731 73
Tioga,	29,631 14	14,342 76	89,059 94	2,675 58	135,709 42
Tionesta Valley,	28,182 09	9,072 98	13,149 41	2,366 43	52,770 91
Tionesta Valley and Hickory,	50 65	.....	510 33	.....	560 98
Tionesta Valley and Salmon Creek,	351 11	.....	309 71	.....	660 82
Tipton, h,	.....	.....	.....	.....	.....
Tuscarora Valley,	.....	.....	1,800 00	780 00	2,580 00
Ursini and North Fork,	1,206 44	607 80	.....	41 25	1,855 49
Waynesburg and Washington,	15,518 68	4,223 30	14,883 18	352 46	34,977 62
Western Maryland,	104,838 47	97,929 47	501,381 32	65,477 49	769,626 75
Western New York and Pennsylvania,	527,090 62	515,959 35	1,125,173 26	124,612 76	2,292,835 99
Wheeling, Pittsburgh and Baltimore,*	101,200 50	50,049 20	359,551 90	41,812 85	552,614 45
Wilkes-Barre and Eastern,	48,127 83	26,477 97	179,610 91	4,913 33	259,130 04
Williamsport and North Branch,	25,958 32	4,126 56	36,965 68	8,585 67	75,636 23
Williams Valley,	1,726 15	554 55	10,898 74	2,295 06	15,474 50
Wilmington and Northern,	79,632 29	49,250 33	231,284 78	32,855 26	393,022 66
York Southern,	3,678 74	2,313 10	16,856 47	3,050 90	25,899 21
Total,	$26,973,251 08	$30,894,896 35	$101,699,269 80	$6,191,671 04	i $166,028,245 08

e Deficit from operations $11,291.07.
f Deficit from operations, $1,622.75.
* See foot note * table F.
g Deficit from operations, $4,686.09.
h Deficit from operations, $618.37.

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, as per deductions from income.	Total expenditures for the year.	Surplus on June 30, 1895.	Deficit on June 30, 1895.	Per cent. of operating expenses to earnings.	Operating expenses per mile of road.
Addison and Pennsylvania,	$23,833 54	$80,545 64	$15,661 86	.....	70	$1,232 88
Allegheny and Kinzua,	3,476 50	20,570 92	849 36	.....	79	3,716 28
Allegheny Valley,	1,176,099 05	2,604,306 87	.....	$203,270 72	59	5,486 78
Allentown,	49 00	49 00	3,492 82	.....	.....	.....
Allentown Terminal,	18,000 00	18,000 00	.....	.....	.....	.....
Bald Eagle Valley,	41,207 50	41,207 50	.....	20,969 56	.....	.....
Baltimore and Cumberland Valley,	4,368 00	4,368 00	.....	.....	.....	.....
Baltimore and Cumberland Valley Extension,	13,800 00	13,800 00	.....	.....	.....	.....
Baltimore and Harrisburg,	49,119 14	215,568 18	43,288 85	.....	64	17,338 44
Baltimore and Harrisburg Western Extension,	12,000 00	12,000 00	.....	.....	.....	.....
Baltimore and Philadelphia,*	251,713 63	874,339 55	.....	138,424 72	85	10,499 59
Bangor and Portland,	3,344 46	108,893 19	3,471 66	.....	75	2,605 50
Barelay,	5,323 49	28,545 20	5,599 87	.....	.....	.....
Bare Rock,	.....	1,698 97	788 83	.....	.....	.....
Beaver and Elwood,	.....	5,197 55	2,626 45	.....	66	1,732 51
Bedford and Bridgeport,	95,203 05	95,203 05	29,486 64	.....	.....	.....
Beech Creek,	329,421 02	1,022,789 78	30,934 82	.....	54	4,630 80
Berlin,	94 89	12,159 99	.....	5,377 14	.....	1,508 14
Berlin Branch,	2,987 22	8,525 81	.....	2,873 24	98	791 22
Bloomsburg and Sullivan,	34,982 25	63,833 97	.....	4,719 35	49	.....
Bradford, Bordell and Kinzua,	464 94	49,235 26	8,886 12	.....	84	1,519 32
Bradford and West Pennsylvania,	.....	4,882 57	.....	2,599 65	44	.....
Brownstone and Middletown,	200 78	11,372 76	.....	510 24	.....	4,468 78
Bellefonte Central,	1,935 33	20,489 86	.....	370 46	.....	.....
Buffalo, Rochester and Pittsburgh,	814,083 16	2,896,805 61	42,669 04	.....	72	6,202 64
Buffalo and Susquehanna,	105,649 73	319,126 76	31,705 13	.....	60	2,841 81

Rustleton,	866 74	7,474 19	.....	7,474 19	.....	.....
Cambria and Clearfield,	73,636 92	73,636 92	.....	9,361 59	.....	.....
Catasauqua and Fogelsville,	13,704 88	40,020 66	5,624 62	.....	46	967 49
Catawissa,	8,521 77	8,521 77	.....	.....	.....	.....
Central Pennsylvania and Western,	97 74	22,281 96	904 20	.....	96	715 42
Central Railroad Company of Pennsylvania,	46,234 48	105,990 31	.....	46,234 48	.....	1,560 20
Chambersburg and Gettysburg,	14 50	774 22	91 75	.....	.....	.....
Chartiers, a,	44,806 85	246,924 51	.....	51,077 48	84	8,608 08
Chester Creek,	13,117 21	13,117 21	.....	.....	.....	.....
Chester and Delaware River,	792 00	33,181 22	.....	18,840 72	.....	5,682 32
Chestnut Hill,	2,000 00	2,000 00	.....	.....	.....	.....
Clarion River,	2,077 41	17,561 22	1,125 16	.....	59	1,290 32
Clearfield and Mahoning,	32,500 00	32,500 00	.....	.....	.....	.....
Cleveland and Pittsburgh, b,	102,279 85	1,890,448 73	.....	15,145 30	55	7,983 61
Colebrookdale,	36,040 00	36,040 00	.....	22,433 96	.....	.....
Columbia and Port Deposit,	81,738 22	81,738 22	.....	16,653 84	.....	.....
Connecting,	74,422 39	74,422 39	.....	.....	.....	.....
Cornwall,	6,314 07	52,719 86	.....	18,566 69	105	3,662 65
Cornwall and Lebanon,	47,210 37	155,374 80	28,4293 4	.....	50	4,345 70
Confluence and Oakland,	10,690 34	32,915 22	.....	18,565 03	.....	1,128 17
Coudersport and Port Allegheny,	10,953 53	36,227 53	249 47	.....	52	1,148 00
Cresson and Irvona,	22,210 21	22,210 21	.....	14,162 61	.....	.....
Cumberland Valley,	43,146 47	618,123 63	70,282 13	.....	70	3,967 27
Delaware and Hudson Canal Company's Railroad,	553,662 73	2,070,259 45	.....	.....	.....	12,173 71
Delaware, Lackawanna and Western,	8,286,696 63	12,224,242 39	.....	1,042,182 69	58	20,233 11
Delaware, Susquehanna and Schuylkill,	50,455 54	989,832 77	251,546 52	.....	75	5,143 33
Dillsburg and Mechanicsburg,	6,050 00	6,050 00	.....	3,130 78	.....	.....
Downingtown and Lancaster	15,856 30	37,012 13	.....	31,012 13	.....	.....
Dunkirk, Allegheny Valley and Pittsburgh,	12,484 01	238,488 27	.....	6,226 63	97	2,494 52
East Broad Top,	24,272 70	79,268 20	.....	11,676 72	.....	1,301 36
East Mahanoy,	3,331 50	3,331 50	.....	.....	.....	.....
East Pennsylvania,	19,800 00	19,800 00	.....	.....	.....	.....
Easton and Northern,	.....	.....	3,420 76	.....	.....	.....
Ebensburg and Black Lick,	2,857 40	5,535 01	.....	5,535 01	.....	.....
Elmira and Williamsport,	102,085 80	102,085 80	37 76	.....	.....	.....
Ellwood Connecting,	257 75	257 75	.....	.....	.....	.....
Elwood Short Line,	15,891 10	15 891 10	55,126 80	.....	.....	.....
Emporium and Rich Valley,	.....	8,254 77	5,391 75	.....	60	569 27

* See foot note * Table F.
a See foot note a Table F
b See foot note b Table F

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Surplus on June 30, 1895.	Deficit on June 30, 1895.	Per cent. of operating expenses to earnings.	Operating expenses per mile of road.
Erie and Pittsburgh,	$222,237 79	$796,394 04	.....	$420 28	63	$5,671 93
Erie and Wyoming Valley,	214,585 82	713,958 33	$7,643 47	.....	69	6,384 20
Fairmont, Morgantown and Pittsburgh,	140,344 07	302,868 80	.....	83,323 97	74	2,821 61
Fall Brook,	31,179 12	479,869 79	59,975 88	.....	67	4,366 34
Falls Creek,	.....	9,644 67	.....	975 45	.....	3,214 89
Fayette County,	538 45	538 45	.....	289 10	.....	.....
Gettysburg and Harrisburg,	34,459 41	110,711 37	.....	538 98	69	2,203 81
Hanover and New Port,	.....	138 19	1,877 10	.....	.....	.....
Hanover and York,	11,123 66	11,123 66	4,408 66	.....	.....	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	42,026 69	42,026 69	3,969 45	.....	.....	.....
Hunter's Run and Slate Belt,	707 56	7,968 01	.....	252 56	.....	471 15
Huntingdon and Broad Top Mountain,	138,230 08	401,891 67	22,162 74	.....	42	.....
Ironton,	1,161 57	11,019 21	3,003 75	.....	47	1,428 62
Jamestown and Franklin,	59,332 57	59,332 57	913 01	.....	.....	.....
Johnsonburg,	13,853 50	13,853 50	9,985 09	.....	.....	.....
Junction,	43,835 80	228,407 25	.....	54,411 79	99	.....
Kensington and Tacony,	222 54	222 54	22 30	.....	.....	.....
Kinzua Creek and Kane,	472 50	13,787 82	603 59	.....	.....	.....
Kinzua Hemlock,	.....	.....	2,278 10	.....	.....	.....
Kinzua Valley,	37 05	10,410 70	.....	2,020 92	.....	1,037 36
Kishacoquillas Valley,	821 85	8,672 07	221 84	.....	98	946 63
Lackawanna and Montrose,	398 90	12,460 39	32560	.....	94	1,150 90
Lancaster and Reading Narrow Gauge,	.....	14,466 38	.....	694 34	.....	723 32
Lancaster, Oxford and Southern,	40 00	24,528 27	10,909 93	.....	69	1,635 22
Lake Shore and Michigan Southern,	4,660,890 84	17,385,118 65	.....	180,502 74	64	8,831 55
Lehigh and Lackawanna,	18,000 00	78,304 38	.....	6,742 80	84	1,633 82

Lehigh and Susquehanna,	1,511,148 23	3,784,127 95	601,146 41		51	9,568 02
Lehigh Valley,	5,311,961 02	18,836,299 42	472,918 95		75	10,943 35
Lewisburg and Tyrone,	20,174 21	20,174 21		17,656 66		
Ligonier Valley,	5,246 15	35,772 44		719 53	68	2,907 26
Little Saw Mill Run,	12,057 31	33,591 99	16,654 38		43	7,178 22
Little Schuylkill Navigation,	52,105 74	52,105 74		574 71		
Lykens Valley,	1,770 25	1,770 25	1,131 81			
McKeesport Connecting,		35,631 56	5,323 00		87	61,433 72
Mahoning Valley,	13,378 18	27,867 08	12,379 80		36	1,454 71
Mahoning State Line,	750 00	750 00				
Middletown and Hummelstown,	155 23	11,561 82		3,154 49		1,728 27
Mifflin and Centre County,	15,853 00	15,853 00	9,720 54			
Mill Creek and Mine Hill,	830 88	830 88		168 38		
Mine Hill and Schuylkill Haven,	35,722 37	35,722 37	3,843 63			
Monongahela Connecting,	17,068 26	99,551 63	45,128 89		57	26,352 51
Mont Alto,	7,657 41	26,499 02		5,498 97		1,053 19
Montour,	167 71	21,687 60	4,657 31			
Montrose,	235 33	24,765 83		4,453 67		876 09
Mount Carbon and Port Carbon,	3,505 21	3,505 21		7 81		
Mount Carmel and Natalie,	145,831 17	145,831 17		100,057 16		
Mount Jewett, Kinzua and Riterville,	11,145 48	44,722 14		862 21	77	1,716 60
Mount Jewett and Smethport,		9,782 31		42 98	62	1,956 46
Mount Penn Gravity,	15,880 44	34,402 07		20,583 84		2,315 20
Mount Pleasant and Broadford,*	2,146 26	2,295 00	6,830 30			
Nescopec,	11,312 11	11,312 11		8,552 26		
Nesquehoning Vallley,	8,518 59	8,518 59				
Neversink Mountain,		16,181 09		5,163 47		2,022 63
New Castle and Beaver Valley,	710 16	114,295 46		36,074 14	52	7,582 46
New Castle and Butler,		8,102 29		71 11		
New Castle and Shenango Valley,	15,000 00	15,000 00	5,365 25			
New Haven and Dunbar,	8,086 45	25,535 33		1,361 23		
Newport and Sherman's Valley,	14,524 16	28,958 00		5,352 13	61	470 61
New York, Lake Erie and Western,	9,409,839 71	27,447,716 48		1,113,173 26	70	12,036 87
New York, Chicago and St. Louis,	1,065,938 41	5,810,561 54	208,443 46		79	8,937 45
New York and North Pennsylvania,	3,000 00	9,009 75		542 57	89	1,201 95
New York, Pennsylvania and Ohio,	1,418,606 77	1,418,606 77	672,577 00			
New York, Susquehanna and Western,	765,597 77	1,864,759 46		155,223 72		5,932 44
Nittany Valley,	11,819 05	11,819 05		2,881 55		
Northern Central,	1,660,864 87	6,107,759 97	138,123 04		70	11,927 41

* See foot note * Table F.

TABLE K.—EXPENSES DURING THE YEAR—Continued.

Name of Company.	Other expenses, as per deductions from income.	Total expenditures for the year.	Surplus on June 30, 1895.	Deficit on June 30, 1895.	Per cent. of operating expenses to earnings.	Operatings expenses per mile of road.
North Bend and Kettle Creek,	.....	$7,042 14	.....	$4,380 54	.....	.....
North East Pennsylvania,	$21,418 00	86,675 28	.....	4,711 83	80	$2,549 11
North Pennsylvania,	504,000 00	504,000 00	.....	.....	.....	.....
North and West Branch,	109,525 41	109,525 41	$21,361 74	.....	.....	.....
Ohio and Baltimore Short Line,	25,217 87	58,119 47	.....	36,544 09	.....	3,537 81
Ohio Connecting,	48,760 96	48,760 96	37,284 66	.....	.....	.....
Olean, Oswago and Eastern,	1,221 91	7,600 11	3,210 93	.....	.....	455 58
Ontario, Carbondale and Scranton ,	78,208 85	78,208 85	26,269 85	.....	.....	.....
Oregon and Texas,	.....	3,643 00	.....	319 00	.....	455 37
Pennnsylvania,	16,832,171 79	58,868,318 50	1,575,874 03	.....	68	15,706 05
Pennsylvania Company,	1,966,511 79	1,966,511 79	.....	274,442 08	.....	.....
Pennsylvania and New York Canal and Railroad,	530,000 00	530,000 00	.....	.....	.....	.....
Pennsylvania, Poughkeepsie and Boston,	113,347 25	113,347 25	.....	106,310 00	.....	.....
Pennsylvania Schuylkill Valley,	401,606 84	401,606 84	.....	42,055 32	.....	.....
Pennsylvania and Northwestern,	129,944 17	403,172 63	26,140 05	.....	64	4,992 36
Penn Gas Coal Company's Railroad,	.....	16,887 36	.....	9,538 22	.....	1,688 74
People's	1,919 66	12,894 21	1,197 09	.....	.....	.....
Perkiomen,	101,505 09	275,211 06	21,481 84	.....	59	4,511 84
Perry County,	6,527 25	18,039 51	.....	1,784 78	.....	.....
Philadelphia and Baltimore Central,	175,942 90	175,942 90	56,174 23	.....	.....	.....
Philadelphia Belt Line,	864 19	19,147 15	.....	16,749 60	.....	3,152 09
Philadelphia and Chester Valley,	21,040 64	66,421 85	.....	19,455 40	95	2,110 75
Philadelphia and Delaware County,	2,401 60	13,692 67	.....	13,692 67	.....	.....
Philadelphia and Erie,	1,229,307 23	1,229,307 23	.....	153,857 54	.....	.....
Philadelphia and Frankford,	19,024 70	19,024 70	.....	.....	.....	.....
Philadelphia, Germantown and Chestnut Hill,	75,685 80	75,685 80	.....	36,863 73	.....	.....

Philadelphia, Germantown and Norristown,	16,307 38	16,307 38		1,709 67		
Philadelphia, Harrisburg and Pittsburgh,	25,000 00	25,000 00				
Philadelphia, Newtown and New York,	36,362 32	121,419 31		4,644 65	73	
Philadelphia and Reading,	10,134,419 11	21,838,234 51		637,062 76	56	13,246 80
Philadelphia and Reading Terminal,	477,053 33	477,053 33	157,562 74			
Philadelphia and Trenton,	17,277 01	17,277 01				
Philadelphia, Wilmington and Baltimore,	1,774,969 40	8,136,719 09	410,139 25		72	9,961 71
Pickering Valley,	23,309 00	23,309 00		17,384 25		
Pine Creek,	273,488 83	827,033 17	79,228 53		61	7,400 32
Pittsburgh and Castle Shannon,	17,483 16	126,602 22	1,363 75		82	16,787 54
Pittsburgh, Chartiers and Youghiogheny,	40,604 26	138,430 05		7,446 96	62	5,707 45
Pittsburgh, Cincinnati, Chicago and St. Louis,	758,760 95	10,930,063 94	769,743 54		69	8,837 00
Pittsburgh and Connellsville,	1,470,271 91	3,405,183 71		536,667 30	68	
Pittsburgh, Fort Wayne and Chicago,	528,296 30	7,275,272 39	578,747 07		67	14,358 63
Pittsburgh Junction,	117,485 07	251,949 02	33,058 20		37	19,572 63
Pittsburgh and Lake Erie,	772,732 08	3,676,610 26	255,552 34			16,877 13
Pittsburgh, Marion and Chicago,	24,508 56	62,748 51		20,409 28	90	1,529 59
Pittsburgh, McKeesport and Youghiogheny,	261,940 22	261,940 22				
Pittsburgh and Moon Run,	24,096 71	24,096 71		1,393 75		
Pittsburgh and Northern,	65 42	1,243 01		832 76		
Pittsburgh, Shenango and Lake Erie,	169,468 52	580,259 88		10,301 96	72	2,614 67
Pittsburgh, Virginia and Charleton,	276,047 56	276,047 56	249,378 62			
Pittsburgh and Western,	697,452 88	1,799,605 20		121,990 47	66	5,240 85
Pittsburgh, Youngstown and Ashtabula,	39,474 17	865,268 17		297,552 47	56	6,462 12
Pomeroy and Newark,	882 49	2,505 24		2,505 24		
Reading and Columbia,	117,990 65	307,591 13		26,701 55	68	**3,213 64**
Reynoldsville and Falls Creek,	5,100 00	65,849 77	6,254 73		69	
Ridgway and Clearfield,	30,984 69	30,984 69		13,436 69		
River Front,	19,467 58	19,467 58	86 35			
Rochester, Beaver Falls and Western,			492 15			
Rupert and Bloomsburg,	79 65	8,108 63	2,391 38		76	3,345 41
Saint Mary's and South Western,	4,222 92	26,033 90	41,946 11		32	991 40
Salisbury,	10,731 35	40,032 68	3,008 47		65	2,504 39
Schuylkill and Lehigh,	27,000 00	27,000 00				
Schuylkill and Lehigh Valley,	100,000 00	100,000 00				
Schuylkill River, East Side,	242,281 57	242,281 57	40,880 80			
Schuylkill Valley Navigation Railroad,	818 72	818 72		171 22		
Shamokin, Sunbury and Lewisburg,	110,000 00	110,000 00				
Shamokin Valley and Pottsville,	148,001 69	148,001 69	152 75			
Sharon,	9,160 28	9,160 28	64 72			

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, as per deductions from income.	Total expenditures for the year.	Surplus on June 30, 1895.	Deficit on June 30, 1895.	Per cent. of operating expenses to earnings.	Operating expenses per mile of road.
Sharpsville,	$7,545 40	$31,127 04	.....	$1,284 72	79	$1,195 21
Sheffield and Spring Creek,	25 00	25 00	.....	.....	.....	.....
Slaek Water Connecting,	.....	17,177 90	$2,543 32	.....	.....	.....
Slate Run,	.....	14,748 03	.....	2,491 96	.....	983 20
Somerset and Cambria,*	34,399 59	140,106 46	.....	12,513 25	83	2,343 83
South Fork,	561 17	561 17	432 96	.....	.....	.....
Southwest Pennsylvania	97,481 82	97,481 82	132,108 29	.....	.....	.....
Southern Pennsylvania Railway and Mining Company,	43,904 78	43,904 78	.....	41,648 90	.....	.....
State Line and Sullivan,	33,356 74	33,356 74	6,643 26	.....	.....	.....
Stewartstown,	1,333 45	8,619 39	945 65	.....	.....	.....
Stony Creek,	25,977 43	60,306 04	.....	15,339 66	77	3,332 87
Sugar Run,	306 49	12,469 35	5,421 81	.....	69	1,520 35
Sunbury, Hazleton and Wilkes-Barre,	156,402 34	156,402 34	.....	7,395 35	.....	1,520 35
Sunbury and Lewistown,	130,181 12	130,181 12	.....	2,441 99	.....	.....
Susquehanna and Buffalo,	.....	8,316 98	635 66	.....	.....	.....
Susquehanna and Clearfield,	14,730 72	19,416 81	.....	19,416 81	.....	.....
Tamaqua, Hazleton and Northern,	26 49	1,758 22	2,704 00	.....	38	174 92
Tiadaghton and Fahnestalk,	386 20	386 20	.....	269 20	.....	.....
Tioga,	72,646 98	208,356 40	80,280 77	.....	47	1,276 10
Tionesta Valley,	7,347 81	60,118 72	.....	4,824 37	97	899 56
Tionesta Valley and Hiekory,	8 44	569 42	933 00	.....	37	.....
Tionesta Valley and Salmon Creek,	328 51	989 33	.....	.....	66	164 89
Tipton,	73 53	691 90	.....	691 90	.....	.....
Tusearora Valley,	.....	2,580 00	8,092 69	.....	.....	.....
Tyrone and Clearfield,	55,275 33	55,275 33	.....	.....	.....	.....
Ursini and North Fork,	15 21	1,870 70	268 63	.....	.....	.....

Waynesburg and Washington,	740 93	35,718 55	8,198 40	.....	69	1,212 54
West Chester,	5,660 32	5,660 32	.....	.....	.....	.....
Western Maryland,	291,690 43	1,061,317 18	46,243 37	.....	69	5,560 89
Western New York and Pennsylvania,	1,124,080 32	3,416,916 31	.....	105,305 62	70	3,564 57
Western Pennsylvania,	273,588 94	273,588 94	83,101 27	.....	.....	.....
Wheeling, Pittsburgh and Baltimore,*	280,316 85	832,931 30	199,156 13	.....	87	8,398 39
Wilkes-Barre and Eastern,	153,323 47	412,453 51	.....	17,692 54	66	3,992 76
Wilkes-Barre and Harvey's Lake,	25,581 40	25,581 40	.....	.....	.....	.....
Williamsport and North Branch.	75,681 28	151,317 51	.....	46.525 98	72	1,680 81
Williams Valley,	5,223 63	20,698 13	1,207 59	.....	70	.....
Wilmington and Northern,	47,569 23	410,591 89	21,804 27	.....	85	4,258 10
York Southern.	12,497 50	38,396 71	.....	1,576 93	70	631 69
Total,	$84,145,550 24	$250,094,248 00	$6,977,302 89	$6,196,977 67	.....	.....

a For the month of July, 1894.
* See foot note * Table F.

TABLE L.—ACCIDENTS.

Name of Company.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,	.....	3	.....	55	10	7	10	65
Baltimore and Harrisburg,	.....	.....	1	2	.....	1	1	3
Baltimore and Philadelphia,*	1	1	1	1	6	7	8	9
Bangor and Portland,	.....	1	.....	.....	.....	.....	.....	1
Beech Creek,	.....	4	6	20	8	4	14	28
Bradford, Bordell and Kinzua,	.....	.....	.....	2	.....	.....	.....	2
Brownstone and Middletown,	.....	.....	1	.....	.....	.....	1	.....
Buffalo, Rochester and Pittsburgh,	.....	4	11	283	9	21	20	308
Buffalo and Susquehanna,	.....	.....	1	31	.....	.....	1	31
Central Railroad Company of Pennsylvania.	.....	.....	.....	2	.....	1	.....	3
Chartiers, a,	.....	1	.....	29	8	11	8	41
Chester and Delaware River,	.....	.....	.....	4	1	2	1	6
Cleveland and Pittsburgh, b.,	.....	.....	4	66	17	32	21	98
Cornwall and Lebanon,	.....	.....	.....	6	1	2	1	8
Confluence and Oakland,	.....	.....	.....	1	.....	.....	.....	1
Cumberland Valley,	.....	3	1	6	3	2	4	11
Delaware and Hudson Canal Company's Railroad,	.....	4	6	50	16	19	22	73
Delaware, Lackawanna and Western,	.....	.....	11	12	22	17	33	29
Delaware, Susquehanna and Schuylkill,	.....	.....	.....	19	1	3	1	22
Dunkirk, Allegheny Valley and Pittsburgh,	.....	.....	.....	6	.....	1	.....	7
East Broad Top,	.....	.....	1	.....	1	.....	2	.....
Emporium and Rich Valley,	.....	.....	.....	2	.....	.....	.....	2
Erie and Pittsburgh,	.....	1	3	14	3	6	6	21
Fairmont, Morgantown and Pittsburgh,	.....	1	.....	5	.....	2	.....	8
Fall Brook,	.....	.....	1	21	2	5	3	26
Gettysburg and Harrisburg,	.....	.....	1	7	1	.....	2	7
Huntingdon and Broad Top Mountain,	.....	.....	1	15	.....	1	1	16
Junction,	.....	.....	1	2	2	2	3	4
Kinzua Creek and Kane,	.....	.....	.....	1	1	.....	1	1
Kinzua Valley,	.....	.....	.....	4	.....	.....	.....	4

Lackawanna and Montrose			1		1		2	
Lake Shore and Michigan Southern			31	144	94	94	125	288
Lehigh and Lackawanna					2		2	
Lehigh and Susquehanna	2	3	7	60	13	22	22	85
Lehigh Valley	2	22	42	203	83	67	127	292
Ligonier Valley					2		2	
Little Saw Mill Run					1		1	
McKeesport Connecting			1	6			1	6
Middletown and Hummelstown				3				3
Monongahela Connecting			1	1			1	1
Montrose				3				3
Mount Jewett, Kinzua and Ritersville			1	1			1	1
Mount Pleasant and Broadford,*				3	1	1	1	4
New Castle and Beaver Valley				23		1		24
New York, Lake Erie and Western		2	4	73	10	18	14	93
New York, Chicago and St. Louis	3	12	8	427	22	38	33	477
New York, Susquehanna and Western		1	1	9	10	3	11	13
Northern Central		3	3	85	9	17	12	105
North East Pennsylvania				2				2
Ohio and Baltimore Short Line				2				2
Pennsylvania	6	310	130	3,000	353	638	489	3,948
Pennsylvania and North Western			1	10			1	10
Perkiomen				1		1		2
Philadelphia and Chester Valley				1		2		3
Philadelphia and Reading	2	84	51	1,052	135	156	188	1,292
Philadelphia, Wilmington and Baltimore	3	41	23	107	38	77	64	225
Pine Creek		2	2	15			2	17
Pittsburgh and Castle Shannon				2				2
Pittsburgh, Chartiers and Youghiogheny				6		1		7
Pittsburgh, Cincinnati, Chicago and St. Louis	3	45	28	1,508	92	134	123	1,687
Pittsburgh and Connellsville	1	12	19	334	30	53	50	429
Pittsburgh, Fort Wayne and Chicago	1	34	16	293	49	103	66	430
Pittsburgh Junction			1	11	3	2	4	13
Pittsburgh and Lake Erie			8	26	18	27	26	53
Pittsburgh, Shenango and Lake Erie				27				27
Pittsburgh and Western	2	4	2	38		1	4	43
Pittsburgh, Youngstown and Ashtabula		2	1	53	7	10	8	65
Reading and Columbia		1		7		3		11

* See foot note * Table F.
a See foot note a Table F.
b See foot note b Table F

TABLE L—ACCIDENTS—CONTINUED.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Rupert and Bloomsburg,	.....	.....	.....	3	.....	.....	.....	3
Salisbury,	.....	.....	.....	1	.....	.....	.....	1
Schuylkill River East Side,	.....	.....	.....	12	.....	4	.....	16
Tioga,	.....	.....	.....	2	1	1	1	3
Tionesta,	.....	.....	.....	1	.....	.....	.....	1
Tionesta Valley and Hickory,	.....	.....	.....	.....	1	.....	1	.....
Western Maryland,	.....	2	2	10	1	2	3	14
Western New York and Pennsylvania,	2	8	8	54	10	20	20	82
Wheeling, Pittsburgh and Baltimore,*	1	1	1	18	7	5	9	24
Wilkes-Barre and Eastern,	.....	.....	2	2	.....	.....	2	2
Williams Valley,	.....	.....	1	.....	.....	.....	1	.....
Wilmington and Northern,	.....	.....	.....	11	1	2	1	13
York Southern,	.....	.....	.....	.....	1	.....	1	.....
Total,	29	612	447	8,346	1,107	1,649	1,583	10,607

* See foot note * Table F.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

Name of Company.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Addison and Pennsylvania,	$787,257 77	$799,215 32	$868,490 56	$658,272 55	$653,396 47
Allegheny and Kinzua,	499,609 30	311,210 30	325,453 76	287,024 85	286,890 20
Allegheny Valley,	33,425,781 99	17,788,536 92	17,712,302 52	17,577,659 19	17,466,717 67
Allentown,	12,745 37	12,745 37	12,745 37	12,745 37	12,745 37
Allentown Terminal,	510,827 44	527,282 40	539,548 25	542,006 00	535,935 88
Altoona, Clearfield and Northern,	28,000 00	57,615 00	78,642 73	96,895 14	.....
Arnot and Pine Creek,	3,350 74	3,350 74	3,350 74	.....	.....
Bald Eagle Valley,	358,188 25	352,944 47	352,290 60	344,036 05	240,000 00
Baltimore and Cumberland Valley,	72,800 00	72,800 00	72,800 00	72,800 00	72,800 00
Baltimore and Cumberland Valley Extension,	230,000 00	230,000 00	230,000 00	230,000 00	239,450 00
Baltimore and Harrisburg,	774,208 15	787,162 87	749,854 32	690,000 00	753,361 18
Baltimore and Harrisburg Western Extension,	240,000 00	240,000 00	240,000 00	240,000 00	240,000 00
Baltimore and Lehigh,	.....	2,151,719 21	.....	12,095 01	.....
Baltimore and Philadelphia,	6,747,803 40	6,955,453 73	7,079,198 74	7,220,853 36	7,359,273 08
Bangor and Portland,	320,000 00	320,000 00	320,000 00	320,000 00	320,000 00
Barclay,	76,000 00	81,000 00	82,000 00	82,000 00	68,000 00
Bear Rock,	.....	.....	.....	5,610 37	4,821 54
Beaver and Ellwood,	52,935 73	73,315,64	3,909 03	110,542 14	77,285 89
Bedford and Bridgeport,	1,700,309 75	1,702,834 68	1,701,131 34	1,700,435 65	1,700,000 00
Beech Creek,	5,502,963 26	5,887,560 34	5,907,071 94	6,088,196 14	6,292,631 85
Bellefonte Central,	.....	15,152 67	58,013 27	66,374 59	77,192 60
Berlin,	58,806 91	67,584 88	73,890 85	78,985 38	84,562 52
Berlin Branch,	58,846 73	65,054 01	66,722 84	68,593 67	71,464 50
Bloomsburg Belt,	.....	.....	.....	5,029 24	14,085 98
Bloomsburg and Sullivan,	.....	600,000 00	599,000 00	599,000 00	621,457 23
Bradford, Bordell and Kinzua,	711,260 10	660,404 70	5,099 33	8,174 51	.....
Bradford, Bordell and Smethport,	17,036 13	17,036 13	.....	.....	.....
Bradford, Eldred and Cuba,	983,346 64	1,015,467 97	.....	.....	.....
Bradford and West Pennsylvania,	.....	376 15	5,796 90	10,215 15	14,663 74
Brownstone and Middletown,	.....	1,597 18	3,608 85	895 58	1,403 64
Buffalo, Bradford and Pittsburgh,	580,000 00	823,543 61	827,916 28	580,000 00	580,000 00
Buffalo, Rochester and Pittsburgh,	9,561,191 18	9,880,481 29	11,546,474 99	11,890 185 30	11,956 020 68
Buffalo and Susquehanna,	.....	.....	.....	778,701 01	1,092,246 08
Bustleton,	3,811 30	12,332 50	18,900 16	25,770 87	33,245 06

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Cambria and Clearfield,	$247,962 72	$1,129,597 51	$1,381,934 15	$1,312,351 32	$1,310,975 00
Catasauqua and Fogelsville,	151,274 66	164,284 18	195,058 80	194,649 65	180,649 48
Catawissa,	1,617,000 00	1,617,000 00	1,617,000 00	1,617,000 00	2,117,000 00
Central Pennsylvania and Western,	.....	.....	651,000 00	682,000 00	713,000 00
Central Railroad Company of Pennsylvania,	.....	.....	.....	.....	683,666 78
Chambersburg and Gettysburg,	.....	5,089 72	8,681 64	7,905 36	7,862 79
Chartiers,	504,778 75	505,618 25	505,966 25	506,798 50	507,427 50
Cherry Grove,	.....	.....	10,000 00	10,000 00	10,000 00
Chester Creek,	197,061 50	197,163 00	196,223 00	196,341 50	196,190 00
Chester and Delaware River,	212,431 84	277,785 56	320,588 37	336,770 58	361,476 96
Chestnut Hill,	.....	499 50	190 50	243 00	174 00
Clarion River,	.....	17,330 51	18,396 15	16,000 00	14,000 00
Clearfield and Mahoning,	.....	.....	.....	694,478 63	746,684 04
Cleveland and Pittsburgh,	6,665,409 77	7,487,233 43	8,042,201 93	8,336,978 88	8,321,321 67
Colebrookdale,	889,275 09	912,725 67	943,662 00	972,750 21	1,012,662 00
Columbia and Port Deposit,	1,801,491 41	1,805,029 73	1,801,260 71	1,800,970 00	1,800,000 00
Connecting,	1,976,256 06	2,053,047 81	2,100,198 51	2,107,488 46	2,163,250 33
Corning, Cowanesque and Antrim,	1,254,758 69	890,000 00	.....	.....	.....
Cornwall,	62,143 00	34,000 00	.....	20,000 00	16,600 00
Cornwall and Lebanon,	800,000 00	877,206 96	835,822 46	834,360 62	820,664 33
Confluence and Oakland,	215,136 22	231,718 06	248,279 16	265,678 74	284,742 12
Coudersport and Port Allegheny,	75,000 00	75,000 00	75,000 00	75,000 00	75,000 00
Cresson and Irvona,	893,110 66	844,343 45	914,420 20	959,420 30	510,000 00
Crescent Connecting,	.....	5,009 60	.....	.....	.....
Cumberland Valley,	373,824 11	398,916 67	396,059 86	377,342 19	375,613 37
Delaware and Hudson Canal Company's Railroad,	16,047,889 08	17,575,966 25	13,456,496 50	13,499,658 74	8,648,927 64
Delaware, Lackawanna and Western,	12,664,147 54	13,117,545 85	11,041,731 74	10,014,328 28	9,859,898 80
Delaware River and Lancaster,	347,918 18	373,488,62	.....	.....	.....
Delaware, Susquehanna and Schuylkill,	51,166 70	726,298 08	53,562 23	787,374 78	920,449 92
Dillsburg and Mechanicsburg,	110,307 20	116,883,75	113,759 28	116,666 45	119,797 23
Downingtown and Lancaster,	369,569 80	408,947 83	447,809 69	472,613 30	509,625 43
Dunkirk, Allegheny Valley and Pittsburgh,	3,114,436 34	3,165,164 00	3,109,827 34	3,198,391 89	3,226,402 21
East Broad Top,	702,051 75	719,208 75	743,846 12	751,310 37	590,048 15
East Mahonoy,	18,590 08	17,820 16	21,562 11	21,655 32	19,918 47

East Pennsylvania,	495.045 89	495,945 89	495,045 89	495,045 89	495,045 89
Easton and Northern,	.....	63,665 93	.....	78,920 46	79,602 16
Ebensburg and Black Lick,	.....	.....	.....	.....	102,677 61
Elmira and Williamsport,	1,600,095 00	1,600,905 00	1,600.095 90	1,600 095 00	1,600,095 00
Ellwood Connecting,	.....	.....	13,726 66	12,588 84	11,107 52
Ellwood Short Line,	.....	.....	.....	403,928 74	404,897 24
Emporium and Rich Valley,	.....	10,285 07	12,425 50	20,913 73	18.729 43
Engleside,	.....	.....	789 20	.....	.....
Erie and Pittsburgh,	3,414,857 00	3.409,944 60	3,404,704 87	3,406,995 19	3.408,660 51
Erie and Wyoming Valley,	3,740,576 31	3,659,942 02	3,551,512 69	3,664,280 16	3,636,659 29
Fairmont, Morgantown and Pittsburgh,	.....	.....	.....	3,090,918 20	3,323,381 25
Falls Brook,	.....	.....	1.737,483 83	1,239.429 83	533,196 09
Falls Creek,	4,738 54	3,003 61	44 87	4.564 58	1,944 07
Fayette County,	.....	.....	.....	158 65	.....
Gettysburg and Harrisburg,	466,660 44	681,528 48	698,426 59	712.651 73	716,341 26
Greenlick,	.....	.....	.....	.....	.....
Hanover and New Port,	.....	.....	24 35	.....	384,099 86
Hanover and York,	225,318 02	210,092 50	173,945 00	158,897 50	3,400 05
Harrisburg, Portsmouth, Mount Joy and Lancaster,	2.280,500 00	2,960,500 00	3,344,389 29	3.202,916 61	758,874 50
Hunter's Run and Slate Belt,	.....	46,009 81	59,850 31	55,840 01	22,749 62
Huntingdon and Broad Top Mountain,	758,090 50	758,847 25	757.932 75	758,337 50	2.359,640 40
Ironton,	10,134 59	6,896 54	7,681 94	5.441 15	5.369 43
Jamestown and Franklin,	2,028.977 20	2,024,185 68	1,998,173 11	1,988,342 72	1,982,041 55
Jefferson,	3,100.000 00	4,478.531 83	4.480,075 34	3,100.000 00	3,100.000 00
Johnsonburg,	235.161 84	242,190 74	228,527 47	224,000 00	218,000 00
Johnsonburg and Bradford,	.....	.....	.....	497.554 73	499,396 30
Junction,	740,372 97	740,075 86	739,954 30	766,876 58	793,862 29
Kensington and Tacony,	99,272 54	96.454 31	13,849 43	7,340 61	.....
Kinzua Creek and Kane,	5.023 53	8,579 40	14,500 00	13,990 38	13,037 58
Kinzua Hemlock,	.....	.....	28,196 27	23.629 02	18,483 35
Kinzua Valley,	3.798 97	1,459 48	6,993 11	5,255 24	13,411 55
Kishacoquillas Valley,	.....	.....	.....	3.300 00	3,761 18
Lackawanna and Montrose,	17,067 82	7,337 63	8,075 00	4.387 45	4,061 85
Lancaster, Oxford and Southern,	.....	.....	1,576 56	1.453 48	2,658 91
Lancaster and Reading Narrow Gauge,	.....	.....	.....	.....	801 60
Lake Shore and Michigan Southern,	48.647,420 07	49.494.377 15	48.680 074,74	47,922,352 32	48.178,096 68
Lehigh and Lackawanna,	600,000 00	600.000 00	600,000 00	600,000 00	600,000 00
Lehigh Valley,	29.875.000 00	37,846,523 75	38,669 762 19	39.584,625 79	40,489.620 96
Lewisburg and Tyrone,	295,123 96	294,174 65	295,919 30	294.174 65	301.030 13
Ligonier Valley,	82,481 69	86,323 23	77,895 52	76,009 99	77.379 91
Little Saw Mill Run,	178,500 00	178,500 00	150,500 00	145,500 00	140,840 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Little Schuylkill Navigation,	.....	$15,525 70	$19,202 20	$20,003 94	$19,848 19
Littlestown,	$59,265 00	56,439 17	.....	.....	.....
Loyalsock,	.....	151,227 61	49,263 05	146,048 52	158,284 02
McKeesport and Bessemer,	419,157 54	526,714 16	510,041 25	585,283 75	.....
McKeesport Connecting,	40,657 02	5,976 52	31,433 68	15,808 70	27,955 71
Mahoning Valley,	117,205 86	153,889 67	243,681 71	222,535 64	215,564 64
Mahoning State Line,	.....	.....	.....	.....	31,394 84
Mauch Chunk, Summit Hill and Switch Back,	.....	875 85	895 27	.....	.....
Meadville, Conneaut Lake and Linesville,	200,000 00	183,000 00	200,000 00	200 0 0 00	200,000 00
Middletown and Hummelstown,	26,344 75	35,407 01	42 062 05	48,751 84	34,507 03
Mifflin and Centre County,	265,675 04	244,841 14	249,377 25	2:0,50; 50	212,503 50
Mill Creek and Mine Hill,	1,660 62	43 75	376 25	577 50	16,548 75
Mine Hill and Schuylkill Haven,	.....	.....	3,275 13	2,131 13	3,4:2 13
Monongahela Connecting,	248,902 93	241,372 97	257,039 63	214 537 70	211,924 95
Monongahela River and Street's Run,	.....	32,120 29	6 7 10	479 79	.....
Mont Alto,	254,816 77	262,827 52	259,138 64	269,955 81	273.492 17
Montour,	100,000 00	100,000 00	100,000 00	100,383 97	100,000 00
Montrose,	.....	166 64	1,290 36	711 10	175 (8
Mount Carbon and Port Carbon,	2,552 40	858 30	2,740 63	1,375 94	1,375 94
Mount Carmel and Natalie,	.....	100,726 86	262,838 43	276,595 39	298,510 20
Mount Jewett, Kinzua and Ritersville,	42,410 42	59,709 60	85,317 50	102,082 17	93,000 00
Mount Jewett and Smethport,	.....	.....	3,006 75	1,583 45	1,378 44
Mount Penn Gravity,	35,100 00	75,000 00	100,000 00	101,800 00	98,400 00
Nescopec,	264,808 60	274,930 34	278,211 08	283,837 07	292,389 33
Nesquehoning Valley,	840 69	1,265 69	1,830 09	1,756 35	2,817 70
Neversink Mountain,	116,553 05	167,407 76	172,696 17	222,319 99	162,284 53
New Castle and Beaver Valley,	1,966 49	1,966 49	1,966 49	1,966 49	1,966 49
New Castle and Shenango Valley,	250,000 00	256,060 06	258,538 66	264,421 45	259,056 20
New Haven and Dunbar,	.....	.....	.....	10,020 67	22,945 87
Newport and Sherman's Valley,	60,000 00	108,746 84	136,279 49	132,574 22	234,523 94
New York, Lake Erie and Western,	83,471,082 30	84,772,522 79	91,461,562 56	86,307,021 97	86,772,503 25
New York, Lake Erie and Western Coal,	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
New York, Chicago and St. Louis,	20,473,025 12	20,446,256 19	20,585,461 48	20,121,080 94	20,140,488 23

New York and North Pennsylvania,	50,045 06	51,694 17	53,434 08	57,624 82	58,167 39
New York, Pennsylvania and Ohio,	114,259,936 08	116,623,678 55	119,070,598 80	121,972,789 44	124,845,405 51
New York, Susquehanna and Western,	8,552,000 00	10,352,506 94	11,165,059 77	12,713,532 56	13,859,063 85
Nittany Valley,	89,338 23	91,400 00	87,510 00	87,100 09	82,850 00
Northern Central,	16,265,375 18	15,836,816 91	15,737,104 77	15,303,772 11	15,372 353 18
North Bend and Kettle Creek,	.....	.....	.....	22,595 74	51,234 79
North East Pennsylvania,	818,891 00	878,090 83	915,049 61	934,099 45	935,701 47
North Pennsylvania,	7,371,246 76	7,514.776 11	7,523,515 96	7,568,178 81	7,383,093 64
North and West Branch,	1,512,239 30	1,547,321 45	1,505,247 49	1,500,928 50	1,500,062 50
Ohio and Baltimore Short Line,	1,471,674 95	1,523,516 72	1,562,162 56	1,596,940 18	1,635,144 47
Ohio Connecting,	692,966 90	704,653 58	704,075 23	708,859 96	719,447 09
Olean, Oswago and Eastern,	.....	.....	.....	.....	71,154 61
Ontario, Carbondale and Scranton,	1,975,740 82	2,019.491 87	2.155,775 57	.....	2,152,606 67
Oregon and Texas,	.....	.....	16,000 00	13,000 00	21,484 85
Pennsylvania,	101,553,526 15	100,043,680 18	120,906,858 94	111,039,011 97	101,212,641 30
Pennsylvania Company,	27,040.826 63	30,530,095 73	31,505,155 64	30,760,539 20	31,361,937 68
Pennsylvania and New York Canal and Railroad,	10.045,969 13	10,081.3'9 65	10,098,629 20	10,103,674 70	10,109,742 11
Pennsylvania, Poughkeepsie and Boston,	3,172,803 53	3,459,436 45	3,590 048 14	3,731,723 16	3 523,592 17
Pennsylvania Schuylkill Valley,	7,620,991 61	7,744,326 93	7,388.907 41	7,043,479 07	7,000,000 00
Pennsylvania and North Western,	1,660,586 35	2,152,717 56	2,166,743 09	2,196 325 25	2,318,273 42
Penn Gas Coal Company's Railroad,	.....	.....	.....	.....	36,380 69
People's	36,633 78	37,084 88	37,456 82	36,459 82	.....
Perkiomen,	2,904,625 36	2,941,497 58	2,948,160 64	2,955,235 39	2,941,367 58
Perry County,	52,972 45	59,587 50	.....	111.391 53	129,553 74
Philadelphia and Baltimore Central,	2,201,933 25	2,201,881 00	2,200,661 00	2,206,385 81	2,230.126 00
Philadelphia Belt Line,	7.440 18	8,462 20	.....	1,484 49	.....
Philadelphia and Chester Valley,	380,465 55	409,190 16	418,411 39	437,254 83	456.915 18
Philadelphia and Delaware County,	.....	.....	.....	.....	191.442 62
Philadelphia and Erie,	19,674.000 00	19,680,314 00	19,776,357 41	19.841,253 13	19,857,945 39
Philadelphia and Frankford,	.....	.....	489,000 00	.....	735.215 65
Philadelphia, Germantown and Chestnut Hill,	1,071.800 00	1,309,017 99	1,579,793 83	1.543,390 70	1.265,160 00
Philadelphia, Germantown and Norristown,	.....	5,185 50	5,589 00	6.458 25	7.804 50
Philadelphia, Harrisburg and Pittsburgh,	1,041,580 45	1,144.542 44	1,144 542 44	1,275 762 70	1,257 845 75
Philadelphia, Newtown and New York,	949.480 96	946,079 29	716,705 40	1,604,135 17	1,741,400 60
Philadelphia and Reading,	154,720,767 80	153,800 402 45	180,813,731 66	179,105,763 82	174.108 789 33
Philadelphia and Reading Terminal,	1,213,708 07	397,009 73	2,283,521 80	2,420,815 83	2,460,708 98
Philadelphia and Trenton,	1,666,597 05	1,855,177 33	1,971,993 50	2,059 508 92	2,116 679 88
Philadelphia, Wilmington and Baltimore,	7,003,657 53	7,435,221 47	7,855.779 26	8,335,434 60	7,863.436 89
Pickering Valley,	852,990 97	871,635 08	1,190,251 26	909,291 42	926,667 67
Pine Creek,	4,013,370 38	4,008,277 60	3,869,482 33	3,829,691 41	3,829,657 90
Pittsburgh and Castle Shannon,	250,362 53	282,138 65	287,397 62	284,108 09	287,471 97
Pittsburgh, Chartiers and Youghiogheny,	783,976 37	727,114 92	732,934 92	703.658 57	700,304 54

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Pittsburgh, Cincinnati, Chicago and St. Louis,	$43,919,409 50	$45,770,902 80	$48,604,473 97	$50,197,871 27	$51,554,270 62
Pittsburgh and Connellsville,	23,993,584 86	24,770,800 71	25,482,361 22	26,404,793 19	27,041,044 97
Pittsburgh, Fort Wayne and Chicago,	13,071,431 91	13,134,676 15	13,128,033 15	13,160,620 91	13,200,114 08
Pittsburgh Junction,	1,880,807 15	2,004,432 68	1,867,327 68	1,838,541 17	1,912,208 49
Pittsburgh and Lake Erie,	4,366,499 39	4,839,804 80	4,926,900 66	4,814,161 03	4,852,106 93
Pittsburgh, Marion and Chicago,	.....	.....	925,554 97	928,428 84	976,022 74
Pittsburgh, McKeesport and Youghiogheny,	3,750,000 00	3,750,000 00	3,750,000 00	3,750,000 00	3,750,000 00
Pittsburgh and Moon Run,	.....	100,000 00	113,419 00	121,845 01	121,886 04
Pittsburgh and Northern,	49,013 38	49,520 06	53,076 17	55,541 73	56,374 49
Pittsburgh, Shenango and Lake Erie,	.....	3,253 892 08	5,050,107 78	5,282,617 09	5,223,096 71
Pittsburgh, Virginia and Charleston,	3,097,419 64	3,922,605 46	4,101,642 69	4,279,113 23	3,434,298 00
Pittsburgh and Western,	12,573,690 14	14,761,808 23	16,421,910 20	17,898,438 72	17,809,631 96
Pittsburgh, Youngstown and Ashtabula,	3,372,000 00	3,378,916 20	3,380,633 35	3,380,335 03	3,381,317 70
Pomeroy and Newark,	149,304 01	181,262 77	201,758 27	218,456 38	220,961 62
Reading and Columbia,	2,922,363 65	2,975,802 51	3,036,373 33	3,063,104 60	3,080,940 04
Reading, Marietta and Hanover,	82,587 11	82,587 11	82,587 11	82,587 11	82,587 11
Rew City and Eldred,	2,118 60	2,118 60	.....	.....	.....
Reynoldsville and Falls Creek,	.....	178,486 11	209,318 99	252,677 22	249,219 54
Ridgway and Clearfield,	491,000 00	491,500 80	491,000 00	491,000 00	491,00 00
River Front,	367,857 50	380,143 81	387,130 02	300,300 00	300,000 00
Rochester, Beaver Falls and Weste n,	.....	.....	24,398 02	26,583 03	.....
Rupert and Bloomsburg,	12,707 11	20,852 99	.....	.....	36,446 21
Saint Marys and South Western,	.....	.....	.....	.....	165,293 97
Salisbury,	150,000 00	151,841 00	151,680 00	150,024 50	150,017 50
Schuylkill and Lehigh,	1,031,448 45	1,031,448 45	1,031,448 45	1,026,651 22	1,026,609 95
Schuylkill and Lehigh Valley,	.....	.....	.....	2,000,000 00	2,000,000 00
Schuylkill River, East Side,	4,500,000 00	4,500,000 00	4,500,000 00	4,500,000 00	4,500,000 00
Schuylkill River, West Side,	1,359 10	1,359 10	.....	.....	.....
Schuylkill Valley Navigation Railroad,	1,834 92	404 80	409 80	417 30	14 826 05
Sewickley and Jeannette,	.....	3,000 00	.....	.....	.....
Shade Creek,	722 50	137 16	32,290 82	.....	.....
Shamokin, Sunbury and Lewisburg,	2,000,250 45	2,000,250 45	2,000,250 45	2,000,250 45	2,000,250 45
Shamokin Valley and Pottsville,	2,072,974 00	2,073,375 00	2,073,267 50	2,073,855 00	2,072,681 80

Sharon,	164,000 00	164,000 00	164,000 00	164,000 00	164,000 00
Sharpsville,	115,493 27	115,133 77	124,485 64	129,322 39	135,174 85
Sheffield and Spring Creek,		12,000 00	28,950 500	26,950 00	26,950 50
Shenango Valley,		67,787 33			
Sinnemahoning Valley,	2,113 23	203 53	914 75		
Slate Run,		12,006 84	11,010 84	10,224 01	12,715 97
Somerset County,	6,000 00	6,000 00			
Somerset and Cambria,	754,500 00	754,500 00	636,000 00	636,000 00	636,000 00
South Chester,			34,644 81	63,315 14	
South Easton and Phillipsburg,	7,899 12	7,899 12		7,899 12	7,899 12
South Fork,	23,750 00	76,766 75	85,962 49	87,961 92	11,244 97
South Mountain,	100,000 00				
Southwest Pennsylvania,	910,694 83	931,115 64	949,154 61	931,704 17	903,745 00
Southern Pennsylvania,	629,558 55				
Southern Pennsylvania Railway and Mining Company,			749,590 17	843,298 86	884,947 76
St. Mary's and Southwestern,				210,032 18	
State Line,			373,485 72		
State Line and Sullivan,	300,000 00	303,041 11	320,194 33	300,349 82	303,279 32
Stewartstown,					14,000 00
Stony Creek,	857,554 53	925,821 08	939,699 32	966,373 17	976,892 36
Sugar Run,			1,085 37	908 76	804 57
Sunbury, Hazleton and Wilkes-Barre,	2,537,649 50	2,538,364 30	2,541,765 75	2,537,523 05	2,353,082 35
Sunbury and Lewistown,	500,000 00	500,000 00	604,135 44	500,000 00	500,000 00
Susquehanna and Buffalo,		19,911 64		24,782 07	4,717 18
Susquehanna and Clearfield,	355,492 68	366,600 61	377,625 00	386,985 51	405,986 60
Tamaqua, Hazleton and Northern,		33,000 00	39,510 53	66,754 25	65,751 25
Tidaghton and Fahnastalk,		21,156 98	13,922 62		
Tioga,	798,500 00	798,842 00	789,842 00	789,842 00	789,842 00
Tionesta Valley,	60,178 95	40,182 14	33,886 34	33,023 24	2,029 00
Tionesta Valley and Salmon Creek,					10,952 75
Tipton,					1,066 98
Trenton Cut-off,	1,251,815 76	1,201,285 28	1,201,285 28	1,201,285 28	1,201,305 28
Trexcow,	141,017 40	141,570 87	141,570 87	142,538 28	144,014 62
Tuscarora Valley,				180,000 00	
Turtle Creek Valley,	104,920 50	37,635 06	138,919 34		
Tyrone and Clearfield,	1,043,588 16	1,059,065 04	1,104,977 07	1,034,386 67	1,025,000 00
Union,	14,694 42	18,896 70			
Warren and Farnsworth,					109,955 14
Waynesburg and Washington,	142,258 69	135,308 03	124,999 75	116,705 69	
West Chester,	103,898 63	103,986 13	103,946 13	91,818 90	75,105 60
Western Maryland,	5,373,573 49	5,405,308 03	5,354,249 63	5,059,562 57	5,571,704 70

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED

NAME OF COMPANY.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Western New York and Pennsylvania,	$32,479,431 30	$33,233,775 02	$33,658,701 23	$33,371,952 94	$31,147,795 12
Western Pennsylvania,	4,261,004 47	4,249,095 97	4,477,199 61	4,454,757 09	4 489,978 75
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	5,500,000 00	5,500,000 00	5,758,887 53	6,003,442 35
Wilcox and Rocky Run,	591 46	393 59	.....	1 50	.....
Wilkes-Barre and Eastern,	.....	.....	.....	3,089,771 67	3,161,102 92
Wilkes-Barre and Harvey's Lake,	152,316 08	176,981 78	193,657 59	193,582 59	193,521 25
Wilkes-Barre and Scranton,	500,000 00	569,273 68	580,038 41	584,528 66	584,855 91
Wilkes-Barre and Western,	396,000 00	620,000 00	.....	.....	.....
Williamsport and Clearfield,	230,000 00	230,000 00	.....	.....	.....
Williamsport and North Branch,	398,672 19	403,895 17	695,845 24	1,249,159 10	1,280,383 74
Williams Valley,	.....	.....	109,811 04	108,903 76	147,855 21
Wilmington and Northern,	693,296 36	771,043 88	930,587 77	958,291 18	908,131 74
Wind Gap and Delaware,	113,038 70	126,521 68	129,241 66	129,241 66	129,241 66
York and Peach Bottom,	245,000 00	.....	.....	.....	.....
York Southern,	.....	.....	.....	.....	406,615 96
Youghiogheny, Northern,	.....	1,569 40	3 00	7 00	421 50
Youghiogheny and Wick Haven,	.....	.....	.....	1,181 55	.....
Total,	$1,011,141,299 26	$1,033,295,617 65	$1,098,715,586 89	$1,097,380,659 64	$1,086,192,221 88

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Addison and Pennsylvania,	$1,331,051 74	$1,361,365 71	$1,439,072 43	$1,420,196 29	$1,424,787 38
Allegheny and Kinzua,	1,008,545 44	801,187 97	800,642 92	800,642 92	1,000,642 92
Allegheny Valley,	42,049,540 30	42,547,604 23	42,795,831 97	42,857,057 67	42,899,689 14
Allentown,	1,085,747 94	1,085,747 94	1,085,747 94	1,085,747 94	1,085,747 94
Allentown Terminal,	959,402 07	976,846 05	979,523 93	981,221 93	984,145 53
Altoona, Clearfield and Northern,	55,600 00	86,895 00	88,089 32	101,099 32	.....
Arnot and Pine Creek,	258,350 74	258,350 74	258,350 74	258,350 74	258,350 74
Bald Eagle Valley,	1,879,137 78	1,880,016 50	1,986,544 45	1,896,576 35	1,896,376 35
Baltimore and Cumberland Valley,	.....	.....	.....	.....	149,500 00
Baltimore and Cumberland Valley Extension,	.....	.....	.....	.....	500,000 00
Baltimore and Harrisburg,	1,452,609 70	1,454,102 18	1,456,241 61	1,400,051 92	1,404,489 47
Baltimore and Harrisburg, Western Extension,	.....	.....	.....	.....	480,000 00
Baltimore and Lehigh,	.....	4,786,571 65	.....	2,000 00	.....
Baltimore and Philadelphia,	9,860,953 83	9,860,953 83	9,860,953 83	9,860,953 83	9,860,953 83
Bangor and Portland,	477,898 12	495,998 99	516,986 06	519,067 37	520,306 77
Barclay Coal Company's Railroad,	.....	.....	.....	483,291 79	482,995 23
Barclay,	.....	483,204 14	494,196,81	.....	.....
Bear Rock,	.....	.....	26,142 90	25,201 80	25,201 80
Beaver and Ellwood,	102,737 74	111,599 92	144,084 68	150,381 31	117,026 43
Bedford and Bridgeport,	2,300,309 75	2,303,202 13	2,306,320 21	2,305,624 47	2,305,188 87
Beech Creek,	10,000,000 00	10,000,000 00	10,000,000 00	10,725,053 83	10,731,358 40
Bellefonte Central,	.....	518,306 59	558,972 67	564,367 05	574 810 24
Berlin,	50,425 09	50,425 09	50,425 09	50,425 09	50,425 09
Berlin Branch,	77,326 19	77,326 19	77,326 19	77,326 19	77,326 19
Bloomsburg Belt,	.....	.....	.....	15,059 24	24 0-5 98
Bloomsburg and Sullivan,	.....	1,197,650 00	1,197,650 00	1,199,000 00	1,201,343 49
Bradford, Bordell and Kinzua,	613,800 32	613,923 56	.....	1,450 35	615,250 67
Bradford, Bordell and Smethport,	117,036 13	117,036 13	.....	.....	.....
Bradford, Eldred and Cuba,	554,822 57	552,426 50	.....	.....	.....
Bradford and West Pennsylvania,	.....	31,283 93	35,768 60	42,822 68	44,614 12
Brockport and Shawmut,	21,195 26	21,195 26	21,195 26	21,195 26	21,195 26
Brownstone and Middletown,	.....	25,000 00	27,550 00	27,550 00	27,550 00
Buffalo, Bradford and Pittsburgh,	3,108,258 34	3,109,943 61	3,114,316 28	3,114,975 97	3,114,975 97
Buffalo, Rochester and Pittsburgh,	19,770,453 46	20,124,637 68	21,623,884 84	21,959 711 26	22,123,382 83

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Buffalo and Susquehanna,	.....	.....	.....	$1,699,129 18	$2,220,000 00
Bustleton,	$100,000 00	$100,000 00	$100,000 00	100,000 00	100,000 00
Cambria and Clearfield,	582,721 05	1,864,155 84	2,527,994 34	2,560,735 20	2,567,276 41
Catasauqua and Fogelsville,	711,850 72	711,778 02	712,069 99	712,069 99	712,069 99
Catawissa,	6,206,668 08	6,206,668 08	6,206,668 08	6,206,668 08	6,706,668 08
Central Pennsylvania and Western,	.....	.....	.....	6,240,650 50	6,240,650 00
Central Railroad Company of Pennsylvania,	.....	.....	.....	1,031,716 55	1,037,494 94
Chambersburg and Gettysburg,	153,066 37	204,240 00	204,240 00	200,000 60	200,000 00
Chartiers,	1,121,762 17	1,121,762 17	1,134,543 26	1,134,543 26	1,134,543 26
Chester Creek,	457,100 00	457,100 00	457,100 00	457,100 00	457,100 00
Chester and Delaware River,	251,981 84	310,117 53	331,547 09	331,517 69	359,712 75
Chestnut Hill,	.....	.....	120,650 00	.....	.....
City and Park,	.....	.....	.....	153,226 18	.....
Clarion River,	50,778 15	112,947 83	152,865 23	.....	154,117 80
Clearfield and Mahoning,	.....	.....	.....	1,344,478 63	1,396,684 05
Cleveland and Pittsburgh,	17,951,760 61	18,224,746 06	18,351,162 47	18,653,563 28	18,665,100 85
Colebrookdale,	672,341 93	672,341 93	672,341 93	672,341 93	672,341 93
Columbia and Port Deposit,	2,404,248 46	2,406,786 78	2,809,621 46	2,811,170 06	2,811,179 66
Connecting,	3,252,248 61	3,327,690 36	3,372,266 16	3,381,651 01	3,441,190 33
Corning, Cowanesque and Antrim,	4,976,137 70	2,062,692 28	.....	.....	.....
Cornwall,	867,011 51	865,096 96	867,635 86	867,635 86	867,635 86
Cornwall and Lebanon,	1,528,416 45	1,554,147 83	1,575,185 86	1,578,143 64	1,579,232 11
Confluence and Oakland,	230,053 13	231,176 57	231,176 57	231,398 83	231,897 18
Coudersport and Pine Creek,	.....	.....	.....	51,500 00	51,500 00
Coudersport and Port Allegheny,	263,418 00	272,468 00	282,468 00	284,968 00	277,500 00
Cresson and Irvona,	1,849,841 96	1,853,507 92	1,829,182 35	1,829,082 35	1,000,000 00
Crescent Connecting,	.....	13,726 61	.....	.....	.....
Cumberland Valley,	2,042,428 72	2,206,158 14	2,084,603 12	2,087,993 27	2,092,603 80
Danville and Shamokin,	26,710 00	26,710 00	.....	.....	.....
Dauphin and Berks,	100,000 00	100,000 00	.....	.....	.....
Delaware and Hudson Canal Company's Railroad,	5,779,766 71	5,792,823 20	5,816,106 06	5,831,377 84	5,882,799 86
Delaware, Lackawanna and Western,	27,604,230 96	26,849,763 53	26,547,381 26	26,021,108 48	25,710,074 82
Delaware River and Lancaster,	549,556 00	558,174 92	.....	.....	.....
Delaware, Susquehanna and Schuylkill,	553,321 21	1,131,608 95	1,266,983 30	2,010,959 28	2,151,185 22

Dillsburg and Mechanicsburg,	212,842 92	215,113 02	215,793 53	215,793 53	215,793 53
Downingtown and Lancaster,	706,761 78	706,969 94	714,439 49	714,627 69	714,627 69
Dunkirk, Allegheny Valley and Pittsburgh,	4,541,256 67	4,541,256 67	4,541,256 67	4,541,256 67	4,541,256 67
East Broad Top,	1,132,102 54	1,136,469 09	1,144,357 48	1,143,871 80	1,134,871 80
East Mahonoy,	497,792 68	497,792 68	497,792 68	497,792 68	497,792 68
East Pennsylvania,	1,905,586 01	1,905,586 01	1,905,586 01	1,905,586 01	1,905,586 01
Easton and Northern,	.....	263,665 93	.....	278,825 40	279,599 50
Ebensburg and Black Lick,	.....	.....	.....	.....	344,790 34
Edgewood,	21,532 64	.....	21,532 64	.....	.....
Elmira and Williamsport,	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00
Ellwood Connecting,	.....	.....	63,443 48	63,443 48	63,443 48
Ellwood Short Line,	.....	.....	.....	656,839 66	716,839 66
Emporium and Rich Valley,	8,562 32	88,015 28	105,262 65	113,179 81	117,724 66
Engleside,	.....	.....	11,700 05	12,306 25	12,306 25
Erie and Pittsburgh,	5,076,662 44	5,087,873 97	5,096,005 84	5,096,005 84	5,096,005 84
Erie and Wyoming Valley,	5,450,796 76	5,420,653 20	5,356,172 92	5,430,147 87	5,434,195 67
Fairmont, Morgantown and Pittsburgh,	.....	.....	.....	2,265,446 02	2,414,585 10
Falls Brook,	.....	.....	4,844,848 46	4,924,619 24	4,976,066 98
Falls Creek	.....	29,496 62	29,496 63	27,560 51	28,285 46
Ferney Mountain,	31,500 00	.....	22,946 39	.....	.....
Gettysburg and Harrisburg,	576,157 67	1,207,121 28	1,221,659 51	1,210,639 89	1,213,587 52
Grassy Island,	9,703 70	9,703 70	.....	.....	.....
Greenlick,	.....	.....	9,000 00	9,875 65	.....
Hanover and New Port,	.....	.....	.....	.....	385,976 96
Hanover and York,	371,826 48	371,826 48	532,276 48	532,276 48	532,276 48
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,881,210 09	1,881,210 09	1,881,210 09	1,881,210 09	1,881,210 09
Hunter's Run and Slate Belt,	.....	52,717 86	58,538 79	54,891 25	56,137 93
Huntingdon and Broad Top Mountain,	5,796,670 57	5,840,344 89	5,893,679 64	5,925,739 94	5,936,720 83
Ironton,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin,	2,631,864 82	2,638,230 08	2,639,153 41	2,648,583 06	2,656,265 25
Jefferson,	6,572,785 35	6,574,581 83	6,576,125 34	6,577,258 13	6,576,958 13
Johnsonburg,	400,781 59	400,953 34	400,953 34	400,953 34	400,953 34
Johnsonburg and Bradford,	.....	.....	.....	.....	919,396 30
Junction,	.....	.....	.....	917,554 73	1,034,829 40
Jones Lake,	1,034,829 40	1,034,829 40	1,034,829 40	1,034,829 40	.....
Kensington and Tacony,	214,087 71	296,189 48	313,564 60	341,623 47	354,634 78
Kettle Creek,	2,322 04	.....	.....	.....	.....
Kinzua Creek and Kane,	65,589 39	72,564 55	78,701 72	78,871 44	78,742 59
Kinzua Hemlock,	.....	.....	135,403 82	144,129 95	137,225 02
Kinzua Valley,	35,411 57	.....	110,394 78	111,265 53	113,412 71
Kishacoquillas Valley,	.....	.....	.....	78,987 87	78,962 26

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Lackawanna and Montrose,	$39,872 72	$134,438 91	$138,897 13	$141,879 83	$141,879 83
Lancaster, Oxford and Southern,	.....	.....	100,000 00	100,000 00	119,685 59
Lancaster and Reading Narrow Gauge,	.....	.....	.....	.....	350,000 00
Lake Shore and Michigan Southern,	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00
Leh.gh and Lackawanna,	972,021 94	970,500 00	970,500 00	970,500 00	970,500 00
Lehigh and Susquehanna,	14,931,907 97	15,045,697 42	15,116,113,69	15,187,790 60	15,222,221 82
Lehigh Valley,	38,204,267 28	38,051,001 39	39,173,802 45	39,563,608 23	39,835,524 82
Lewisburg and Tyrone,	1,566,287 94	1,566,287 94	1,566,287 94	1,566,287 94	1,566,287 94
Ligonier Valley,	265,705 73	276,306 89	279,916 59	279,591 08	279,589 08
Little Saw Mill Run,	354,246 60	347,742 28	340,437 47	191,642 61	338,624 92
Little Schuylkill Navigation,	.....	2,405,943 75	2,405,945 75	.....	2,405,943 75
Littlestown,	74,850 00	74,850 00	.....	.....	.....
Loyalsock,	213,588 91	301,227 61	349,263 05	446,048 52	458,284 02
Lykens Valley,	595,766 14	595,766 24	595,766 24	595,766 24	595,767 24
McKeesport and Bessemer,	441,207 54	538,462 90	578,940 18	655,494 93	.....
McKeesport Connecting,	45,602 90	52,431 62	46,931 62	59,128 13	52,050 65
Mahoning Valley,	159,179 96	183,742 58	281,421 91	281,691 87	281,790 11
Mahoning State Line,	.....	.....	.....	.....	92,144 84
Martin's Creek,	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Mauch Chunk, Summit Hill and Switchback,	.....	2,386 21	.....	.....	.....
Meadville, Conneaut Lake and Linesville,	.....	383,000 00	400,000 00	400,000 00	400,000 00
Middletown and Hummelstown,	121,820 88	127,520 61	129,712 94	129,829 59	187,430 29
Mifflin and Centre County,	365,939 39	365,939 39	365,939 38	372,439 39	372,439 39
Mill Creek and Mine Hill,	323,045 00	323,045 00	323,045 00	323,045 00	323,045 00
Mine Hill and Schuylkill Haven,	128,336 30	4,165,572 49	4,165,572 90	4,165,572 49	4,165,572 49
Monongahela Connecting,	706,023 19	717,195 90	751,347 74	751,347 74	751,347 74
Monongahela River and Street's Run,	.....	32,120 29	50,261 99	50,261 99	.....
Mont Alto,	235,000 00	235,000 00	235,000 00	235,000 00	235,000 00
Montour,	10,000 00	200,058 92	200,058 92	200,000 00	200,000 00
Montrose,	373,969 31	373,969 31	373,794 31	373,794 31	380,803 69
Mount Carbon and Port Carbon,	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Carmel and Natalie,	.....	91,993 11	.....	106,511 56	123,774 75
Mount Jewett, Kinzua and Ritersville,	66,040 42	141,892 02	73,755 45	79,016 67	76,021 97
Mount Jewett and Smethport,	.....	.....	53,873 87	54,907 48	59,160 82

Mount Penn Gravity,	132,782 31	139,448 56	142,603 99	143,234 47	143,750 66
Mount Pleasant and Broadford,	203,167 81	203,983 07	203,983 07	203,983 07	203,983 07
Mount Pleasant and Latrobe,	13,030 34	.....	.....	.....	13,030 34
Nescopec,	460,395 28	460,395 28	460,395 28	460,395 28	460,395 28
Nesquehoning Valley,	1,418,756 35	1,418,756 35	1,419,245 72	1,419,245 72	1,420,238 33
Neversink Mountain,	181,553 05	220,975 19	227,761 93	227,868 89	226,639 89
New Castle and Beaver Valley,	877,059 84	877,059 84	878,865 95	878,865 95	700,000 00
New Castle and Shenango Valley,	540,893 40	540,893 40	540,893 40	541,093 40	541,093 40
New Haven and Dunbar,	.....	.....	.....	8,000 00	8,000 00
Newport and Sherman's Valley,	.....	215,650 00	259,707 76	4,711 63	349,027 74
New York, Lake Erie and Western,	161,621,092 44	162,739,413 26	163,598,371 02	163,827,796 22	164,333,936 02
New York, Lake Erie and Western Coal,	2,067,292 44	2,070,701 35	2,162,826 36	2,226,206 70	2,230,635 23
New York, Chicago and St. Louis,	49,857,297 07	49,701,356 35	49,872,057 04	49,807,004 42	49,807,004 42
New York and North Pennsylvania,	100,000 00	101,659 85	104,264 70	109,000 10	109,060 10
New York, Pennsylvania and Ohio,	159,755,972 28	162,250,480 95	164,790,619 11	167,960 752 67	169,442,215 30
New York, Susquehanna and Western,	28,737,993 28	29,219,998 57	32,526,754 82	.....	33,646,638 83
Nittany Valley,	176,989 28	181,428 68	182,260 65	182,260 65	182,260 65
North Bend and Kettle Creek,	.....	.....	.....	128,963 20	152 672 54
Northern Central,	19,232,074 60	20,002,310 27	27,240,100 95	20,622,535 85	20,611,388 61
North East Pennsylvania,	677,249 11	708,701 34	713,439 32	716,505 31	716,660 43
North Pennsylvania,	12,068,834 93	12,066,816 62	12,064,646 17	12,062,207 14	12,080,126 13
North and West Branch,	3,317,526 95	3,354,926 60	3,311,166 64	3,301,797 05	3,301,797 05
Ohio and Baltimore Short Line,	1,532,986 93	1,541,022 92	1,541,821 96	1,542,620 08	1,544,280 38
Ohio Connecting,	1,318,759 15	1,343,891 04	1,330,776 54	1,332,573 83	1,320,000 00
Olean, Oswago and Eastern,	.....	.....	.....	.....	140,000 00
Ontario, Carbondale and Scranton,	3,494,985 94	3,547,803 29	3,709,002 62	.....	3,750,523 16
Oregon and Texas,	.....	.....	47,479 85	47,479 85	47,484 85
Pennsylvania,	94,003,316 77	99,075,027 25	110,548,302 49	112,735,921 51	112,981,705 91
Pennsylvania Company,	6,243,644 43	6,910,660 84	7,208,888 03	6,807,484 58	6 974,631 78
Pennsylvania and Midland,	25,000 00	.....	.....	.....	.....
Pennsylvania and New York Canal and Railroad,	8,089,040 13	8,124,390 65	8,141,700 20	8,146,745 70	8,138,808 15
Pennsylvania, Poughkeepsie and Boston,	4,357,372 26	4,357,362 26	4,357,362 26	4,329,787 86	4,068,313 99
Pennsylvania Schuylkill Valley,	13,831,908 28	14,368,443 60	14,188,024 08	14,157,000 08	14,112,786 63
Pennsylvania and Western	100,000 00	100,000 00	.....	.....	.....
Pennsylvania and North Western,	3,441,237 46	4,085,396 17	4,381,343 66	4,438,095 14	4,485,891 96
Penn Gas Coal Company's Railroad,	377,887 24	377,887 24	377,877 24	377,887 24	377,887 24
People's,	121,041 63	125,291 63	125,291 63	125,291 63	126,533 36
Perkiomen,	2,089,216 28	2,089,646 85	2,089,235 38	2,089,835 38	2,089,835 38
Perry County,	135,121 89	127,876 88	.....	218,888 48	220,727 71
Philadelphia and Baltimore Central,	4,084,354 14	4,116,669 32	4,068,993 54	4,063,141 20	4,058,719 69
Philadelphia Belt Line,	24,338 35	88,302 08	.....	156,054 89	164,285 14

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Philadelphia and Chester Valley,	$1,086,972 65	$1,086,662 35	$1,086,662 35	$1,087,969 91	$1,088,838 30
Philadelphia and Delaware County,	.....	.....	.....	.....	528,888 24
Philadelphia and Erie,	30,093,954 43	30,223,380 71	30,386,145 07	30,451,580 79	30,466,182 05
Philadelphia and Frankford,	.....	.....	483,976 07	.....	733,599 67
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	2,304,717 99	2,522,715 08	2,527,485 33	2,525,697 59
Philadelphia, Germantown and Norristown,	2,282,355 61	2,282,355 61	2,007,860 42	2,007,860 42	2,007,860 42
Philadelphia, Harrisburg and Pittsburgh,	3,039,633 70	3,143,841 33	3,143,841 33	3,272,816 24	3,254,837 41
Philadelphia and Lehigh Valley,	22,184 90	22,184 90	.....	.....	.....
Philadelphia, Newtown and New York,	1,900,000 00	1,900,000 00	2,300,000 00	3,200 000 00	3,200,000 00
Philadelphia and Reading,	102,019,897 21	105,668,006 87	108,799,521 75	107,629,543 26	109,872,399 93
Philadelphia and Reading Terminal,	1,239,473 75	6,122,113 49	8,981,548 30	10,294,179 73	10,461,361 16
Philadelphia and Trenton,	3,524,590 05	3,713,175 33	3,829,991 52	3,917,396 92	3,974,348 88
Philadelphia, Wilmington and Baltimore,	16,157,349 81	15,414,753 27	15,245,733 89	15,453,159 65	15,432,299 22
Pickering Valley,	481,399 08	481,399 08	481,399 08	481,399 08	481,399 08
Pine Creek,	4,637,379 61	4,637,379 61	4,645,628 08	4,645,628 08	4,678,580 47
Pittsburgh and Castle Shannon,	351,307 96	382,968 40	398,315 00	398,653 81	398,315 40
Pittsburgh, Chartiers and Youghiogheny,	1,191,475 70	1,179,501 02	1,397,851 19	1,399,378 12	1,399,378 12
Pittsburgh, Cincinnati, Chicago and St. Louis,	84,974,584 95	90,283,270 26	93,161,827 33	93,517,838 38	93,615,304 00
Pittsburgh and Connellsville,	16,619,724 61	16,777,368 13	16,932,481 23	16,980,669 56	16,990,638 59
Pittsburgh, Fort Wayne and Chicago,	44,653,578 57	45,668,763 30	46,147,804 99	48,255,624 65	50,171,828 07
Pittsburgh Junction,	3,195,599 00	3,283,831 04	3,438,106 21	3,481,398 14	3,604,191 50
Pittsburgh and Lake Erie,	8,928,666 06	9,276,105 06	9,233,605 06	9,233,605 06	9,233,605 06
Pittsburgh, Marion and Chicago,	.....	.....	1,476,321 48	1,482,927 64	1,496,662 23
Pittsburgh, McKeesport and Youghiogheny,	7,709,650 00	7,709,650 00	7,709,650 00	7,709,650 00	7,709,650 00
Pittsburgh and Moon Run,	.....	177,995 84	177,995 84	180,457 07	180,457 07
Pittsburgh and Northern,	.....	.....	150,000 00	150,130 00	150,000 00
Pittsburgh, Shenango and Lake Erie,	.....	6,096,982 70	9,336,609 55	9,522,750 89	9,645,565 05
Pittsburgh, Virginia and Charleston,	5,798,780 71	6,104,940 85	6,288,865 90	6,463,405 79	7,229,832 18
Pittsburgh and Western,	2,622,219 74	3,602,187 38	4,065,588 01	24,146,417 50	25,142,764 06
Pittsburgh, Youngstown and Ashtabula,	6,676,389 59	6,692,813 86	6,732,429 63	6,884,182 93	6,405,341 58
Plymouth,	.....	286,545 19	286,545 19	286,545 19	286,545 19
Point Breeze,	.....	.....	.....	.....	.....
Pomeroy and Newark,	502,056 25	502,056 25	502,056 25	502,056 25	502,056 25
Reading and Columbia,	2,442,573 96	2,443,023 96	2,442,598 06	2,441,398 96	2,444,448 71

Reading, Marietta and Hanover,	332,587 11	332,587 11	332,587 11	332,587 11	332,587 11
Rew City and Eldred,	113,118 60	113,118 60	.....	.....	.....
Reynoldsville and Falls Creek,	.....	351,577 82	263,099 05	363,099 05	363,099 05
Ridgway and Clearfield,	985,469 80	985,970 60	987,503 20	987,503 20	987,503 20
River Front,	592,681 70	604,998 01	611,954 22	627,683 43	627,892 88
Rochester, Beaver Falls and Western,	48,125 76	48,125 76	.....	48,125 76	48,125 76
Rupert and Bloomsburg,	55,767 57	58,046 00	58,046 00	57,924 00	60,832 82
Saint Marys and South Western,	.....	.....	.....	229,974 82	413,409 63
Salisbury,	270,247 94	270,818 18	272,678 15	274,316 95	275,191 03
Schuylkill and Lehigh,	1,063,800 32	1,063,800 32	1,063,800 32	1,076,651 22	1,076,609 95
Schuylkill and Lehigh Valley,	.....	.....	.....	4,000,000 00	4,000,000 00
Schuylkill River, East Side,	9,000,000 00	9,000,000 00	9,000,000 00	9,000,000 00	9,000,000 00
Schuylkill River, West Side,	2,859 10	2,859 10	.....	.....	.....
Schuylkill Valley Navigation Railroad,	576,840 94	576,840 94	576,840 94	576,840 94	576,840 94
Sewickley and Jeannette,	.....	3,000 00	.....	.....	.....
Shade Creek,	7,630 59	12,605 84	44,621 35	.....	.....
Shamokin, Sunbury and Lewisburg,	3,048,261 62	3,048,361 62	3,048,261 62	3,384,113 58	3,379,820 82
Shamokin Valley and Pottsville,	2,876,150 00	2,876,150 00	2,876,000 00	2,876,000 00	1,208,050 00
Sharon,	617,345 20	617,345 20	617,345 20	617,345 20	617,345 20
Sharpsville,	450,196 43	450,196 43	450,196 43	450,196 43	449,446 43
Sheffield and Spring Creek,	.....	38,950 50	38,950 50	38,950 50	38,950 50
Shenango Valley,	127,787 33	127,787 33	127,787 33	.....	127,787 33
Sinnemahoning Valley,	90,000 00	90,000 00	90,000 00	.....	.....
Slackwater Connecting,	.....	.....	10,000 00	10,000 00	10,000 00
Slate Run,	86,442 21	81,000 00	81,000 00	81,000 00	81,000 00
Slatington,	1,733 29	1,733 29	.....	.....	.....
Somerset County,	74,300 00	74,300 00	74,300 00	.....	.....
Somerset and Cambria,	1,335,565 84	1,337,300 45	1,340,305 51	1,340,422 07	1,340,835 26
South Chester,	.....	18,898 38	134,494 81	163,315 14	168,809 79
South Easton and Philipsburg,	82,899 12	82,899 12	82,899 12	82,899 12	82,899 12
South Fork,	26,550 49	97,374 95	99,840 26	106,318 95	96,789 42
South Mountain,	390,764 41	.....	.....	.....	.....
South West Pennsylvania,	2,418,411 18	2,438,854 49	2,562,184 77	2,545,016 83	2,515,105 16
Southern Pennsylvania Railway and Mining Company,	1,425,000 00	1,425,000 00	1,425,000 00	1,425,000 00	1,425,000 00
State Line,	183,398 49	232,395 05	645,650 36	.....	.....
State Line and Sullivan,	1,246,351 48	1,246,351 48	1,310,151 78	1,249,151 78	1,249,151 78
Stewart,	7,114 20	7,114 20	7,114 20	.....	7,114 20
Stewartstown,	76,067 65	77,047 65	77,047 65	86,238 32	99,602 50
Stony Creek,	546,263 62	549,319 88	549,319 88	549,319 88	549,319 88
Sugar Run,	.....	.....	57,392 55	57,392 55	50,000 00

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Sunbury, Hazleton and Wilkes-Barre,	$3,525,109 36	$3,535,123 71	$3,535,163 71	$3,535,123 71	$3,535,123 71
Sunbury and Lewistown,	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00
Susquehanna and Buffalo,	.....	19,911 64	23,443 90	27,482 84	31,648 96
Susquehanna and Clearfield,	570,912 55	570,912 55	570,912 55	570,912 56	570,912 55
Tamaqua, Hazleton and Northern,	.....	332,869 84	333,295 78	361,999 97	360,999 97
Tiadaghton and Fahnestalk,	.....	49,908 53	63,821 42	64,047 67	64,047 67
Tioga,	1,474,521 93	1,474,521 93	1,474,683 93	1,471,733 93	1,471,723 93
Tionesta Valley,	244,227 68	243,794 87	261,308 87	261,708 87	355,777,03
Tionesta Valley and Hickory,	.....	.....	.....	.....	33,000 00
Tionesta Valley and Salmon Creek,	.....	.....	.....	.....	27,952 75
Tipton,	43,250 00	43,250 00	43,250 00	43,250 00	43,250 00
Trenton Cut-off,	1,251,815 76	1,301,158 03	1,301,158 03	1,301,158 03	1,301,158 03
Trexcow,	271,017 40	271,570 87	271,570 87	272,588 28	274,014 62
Trout Run,	38,140 00	39,931 43	.....	.....	.....
Turtle Creek, Valley,	204,920 50	279,006 66	388,919 34	.....	.....
Tyrone and Clearfield,	2,019,930 25	2,100,560 95	2,183,235 41	2,122,645 01	2,113,258 34
Union,	17,093 01	18,998 98	.....	.....	.....
Ursini and North Fork,	.....	30,000 00	30,000 00	30,000 00	30,000 00
Warren and Farnsworth,	171,269 83	171,269 83	179,797 47	.....	.....
Waynesburg and Washington,	253,955 75	253,955 75	259,207 55	259,207 55	259,207 55
West Chester,	281,724 38	281,724 38	281,724 28	256,968 00	240,000 00
Western Maryland,	5,396,801 80	5,452,236 29	5,434,789 06	5,322,760 06	5,406,518 31
Western New York and Pennsylvania,	62,507,636 87	62,794,676 80	62,981,221 89	63,130,882 57	51,381,079 05
Western Pennsylvania,	6,288,025 73	6,272,400 73	6,613,140 94	6,596,462 42	6,630,305 97
Wheeling, Pittsburgh and Baltimore,	7,112,313 13	7,131,832,39	7,155,350 06	7,153,288 41	7,168,687 07
Wilcox,	21,625 60	21,625 60	21,625 60	21,625 60	21,625 60
Wilcox and Rock Run,	25,591 46	25,591 46	25,591 46	25,591 46	.....
Wilkes-Barre and Eastern,	.....	.....	.....	6,014,911 41	6,060,243 08
Wilkes-Barre and Harvey's Lake,	302,316 08	326,981 78	343,657 59	343,382 59	343,521 25
Wilkes-Barre and Scranton,	855,340 54	1,069,273 68	1,080,038 41	1,084,528 66	1,084,855 91
Wilkes-Barre and Western,	862,000 00	862,000 00	.....	.....	.....
Williamsport and North Branch,	1,123,294 33	1,108,940 94	1,134,314 89	2,010,299 40	2,011,909 78
Williams Valley,	.....	.....	.....	202,961 23	204,168 82
Wilmington and Northern,	2,325,682 75	2,389.045 86	2,598,970 38	2,630 269 66	2,664,667 00

Wind Gap and Delaware,	163,038 70	173,821 68	179,241 66	179,241 66	179,241 66	
York and Peach Bottom,	591,441 38	.....	.....	.....	.....	.....
York Southern,	.....	.....	.....	.....	.....	1,000,764 95
Youghiogheny, Northern,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Youghiogheny and Wick Haven,	.....	.....	.....	.....	15,614 45	.....
Total,	$1,412,642,276 48	$1,503,242,958 91	$1,519,314,868 16	$1,538,501,235 29		$1,579,857,035 10

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

Name of Company.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Addison and Pennsylvania,	55,060	64,737	72,033	65,261	58,351
Allegheny Valley,	1,560,011	1,725,985	1,735,890	1,456,204	1,385,021
Altoona, Clearfield and Northern,	.....	30,453	43,483	43,540	.....
Altoona and Wapsononoek,	1,200	.....	.....	.....	.....
Baltimore and Harrisburg,	193,126	214,979	241,112	267,697	277,542
Baltimore and Lehigh,	.....	292,566	.....	70,466	.....
Baltimore and Philadelphia,	1,483,969	1,421,110	1,623,935	1,523,173	1 144,6:8
Bangor and Portland,	141,889	163,492	168,612	165,079	157,858
Barelay,	.....	.....	.....	.....	26,516
Beaver and Ellwood,	2,679	10,278	33,000	17,955	26,027
Beeeh Creek,	154,023	183,982	175,188	166,535	158,787
Bellefonte Central,	.....	10,744	32,577	30,549	34,0.6
Berlin,	9,519	10,169	11,250	9,246	6,931
Berlin Braneh,	5,419	5,020	6,283	8,401	10,612
Bradford, Bordell and Kinzua,	82,488	62,187	38,437	30,816	36,575
Bradford, Eldred and Cuba,	38,314	24,353	.....	.....	.....
Brownstone and Middletown,	.....	1,682	25,943	22,902	18,091
Buffalo, Rochester and Pittsburgh,	681,885	762,512	802,937	771,128	742,702
Buffalo and Susquehanna,	.....	.....	.....	44,733	67,825
Catasauqua and Fogelsville,	16,934	20,279	18,149	12,287	11,905
Central Pennsylvania and Western,	.....	.....	.....	26,075	21,219
Central Railroad Company of Pennsylvania,	.....	.....	.....	17,075	64,462
Chambersburg and Gettysburg,	.....	5,379	9,300	.....	.....
Chartiers,	429,700	502,861	476,470	435,888	400,110
Chester and Delaware River,	.....	7,802	11,024	.....	.....
Clarion River,	.....	.....	.....	53,847	61,362
Cleveland and Pittsburgh,	1,502,546	1,461,322	1,389,746	1,094,847	1,106,272
Corning, Cowanesque and Antrim,	190,058	229,078	.....	.....	.....
Cornwall,	167,042	115,093	111,353	81,121	71,347
Cornwall and Lebanon,	255,918	198,583	210,718	114,045	82,325
Confluence and Oakland,	10,814	14,050	13,027	10,993	8,539
Coudersport and Port Allegheny,	26,746	27,620	43,628	30,458	3 ,632
Cresson and Irvona,	100,785	83,769	.....	.....	.....
Cumberland Valley,	861,772	878,106	931,516	845,056	862,935

Delaware and Hudson Canal Company's Railroad,	1,051,031	1,240,333	1,315,106	1,110,293	1,025,509
Delaware, Lackawanna and Western,	1,563,635	1,699,179	1,603,756	1,533,527	1,458,312
Delaware River and Lancaster,	5,947	19,088	.....	.....	.....
Delaware, Susquehanna and Schuylkill,	.....	124	16,162	33,660	42 418
Dunkirk, Allegheny Valley and Pittsburgh,	194,082	221,749	227,043	205,900	203,006
East Broad Top,	91,575	93,089	92,674	45,866	40,694
Emporium and Rich Valley,	.....	.....	.....	3,610	2,348
Erie and Pittsburgh,	298,499	265,144	243,953	192,500	195,291
Erie and Wyoming Valley,	94,156	108,435	133,353	156,229	170,449
Fairmont, Morgantown and Pittsburgh,	.....	.....	.....	88,494	126,568
Falls Brook,	.....	.....	237,864	213,360	189,006
Gettysburg and Harrisburg,	74,220	146,038	156,598	114,870	135,334
Hunter's Run and Slate Belt,	.....	12,003	16,356	19,578	19,706
Huntingdon and Broad Top Mountain,	95,780	102,001	106,830	90,358	78,633
Kinzua Creek and Kane,	3,232	.....	.....	.....	.....
Kinzua Valley,	.....	.....	2,316	1,592	1,871
Kishacoquillas Valley,	.....	.....	.....	17,000	20,349
Lackawanna and Montrose,	.....	23,793	33,670	31,958	29,857
Lancaster, Oxford and Southern,	.....	.....	16,820	17,172	15,338
Lake Shore and Michigan Southern,	5,410,894	5,868,290	5,629,514	4,980,386	4,523,094
Lehigh and Lackawanna,	90,415	110,314	102,046	88,346	71,502
Lehigh and Susquehanna,	1,171,834	1,090,272	1,072,536	1,091,661	997,918
Lehigh Valley,	5,462,516	2,701,683	.....	4,682,869	4,678,633
Ligonier Valley,	144,100	229,474	309,620	80,914	171,625
Little Saw Mill Run,	60,724	42,411	48,463	43,855	19,734
Mahoning Valley,	596	6,135	9,912	7,679	5,924
Mauch Chunk, Summit Hill and Switchback,	.....	38,774	38,571	.....	.....
Meadville, Conneaut Lake and Linesville,	41,275	.....	.....	.....	.....
Middletown and Hummelstown,	47,842	55,936	57,929	37.041	21,608
Mont Alto,	89,348	78,597	60,299	67.396	55,404
Montour,	30,569	31,104	44,351	23,856	25,594
Montrose,	14,128	16,223	15,273	16,434	15,740
Mount Jewett, Kinzua and Ritersville,	.....	.....	5,318	4,229	4.891
Mount Jewett and Smethport,	.....	.....	570	1,349	1,412
Mount Penn Gravity,	81,547	62,522	73,167	66,475	78,744
Mount Pleasant and Broadford,	126,342	.....	107,430	95,684	94,637
Neversink Mountain,	37.852	61,877	75,687	47,762	57,480
New Castle and Beaver Valley,	210,833	176,805	167,767	144,913	163,159
Newport and Sherman's Valley,	.....	11,927	38,800	33,306	24,843
New York, Lake Erie and Western,	11,677,902	11,805,389	12,452,623	11,967,285	11 521,997
New York, Lake Erie and Western Coal,	15,665	.....	.....	.....	.....

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
New York, Chicago and St. Louis,	575,668	555,195	545,784	595,547	505,758
New York and North Pennsylvania,	9,926	12,782	14,061	.....	12,134
New York, Pennsylvania and Ohio,	1,878,693	.....	.....	.....	.....
New York, Susquehanna and Western,	1,356,810	1,435,896	1,609,651	1,612,092	1,7.3,495
Northern Central,	4,568,195	4,602,323	5,063,137	4,257,929	4,109,728
North East Pennsylvania,	188,125	228,129	267,824	.....	257,454
Pennsylvania,	44,679,580	45,288,627	44,280,651	40,704,330	37,442,867
Pennsylvania, Poughkeepsie and Boston,	48,915	39,496	47,458	.....	.....
Pennsylvania and North Western,	137,185	135,896	128,968	85,911	82,669
Penn Gas Coal Company's Railroad,	21,217	21,217	20,599	22,269	17,256
Perkiomen,	177,202	185,308	184,574	181,500	171,358
Perry County,	28,047	61,525	767	44,433	36,439
Philadelphia and Chester Valley,	54,526	44,477	42,	39,0 8	40,747
Philadelphia, Newtown and New York,	600,929	636,101	705,985	591,127	546,033
Philadelphia and Reading,	18,618,316	22,509,193	26,769,122	19,804,118	18,135,206
Philadelphia, Wilmington and Baltimore,	8,427,845	10,488,202	12,302,873	11,0.0 083	10,331,681
Pine Creek,	124,573	132,484	127,156	121,737	120,123
Pittsburgh and Castle Shannon,	645,412	790,974	1,026,174	922,605	896, 91
Pittsburgh, Chartiers and Youghiogheny,	105,752	94,142	98,543	81,414	70,256
Pittsburgh, Cincinnati, Chicago and St. Louis,	4,000,833	6,146,788	6,501,' 21	5,913,306	5 7 1 872
Pittsburgh and Connellsville,	2,441,408	2,342,231	2,471,704	1,899,598	1,763,340
Pittsburgh, Fort Wayne and Chicago,	4,840,312	4,850,276	4,868,587	3,889,597	3,398,916
Pittsburgh Junction,	.....	.....	26,127	88,000	.....
Pittsburgh and Lake Erie,	1,802,635	1,806,071	1,817,005	1,374,764	1 319,' 83
Pittsburgh, Marion and Chicago,	.....	.....	33,500	26,676	28,470
Pittsburgh and Northern,	36,397	3,830	26,899	21,'89	.....
Pittsburgh, Shenango and Lake Erie,	.....	332,024	394,499	368.069	358,488
Pittsburgh and Western,	843,408	915,922	791,756	842,753	.....
Pittsburgh, Youngstown and Ashtabula,	466,927	482,679	397,877	288 525	349,2'2
Reading and Columbia,	472.273	477,000	517,512	413,328	352 615
Rupert and Bloomsburg,	49,186	52,278	68,671	48,920	39 119
Saint Marys and Southwestern,	.....	.....	.....	1,321	12 835
Salisbury,	3,496	2,963	2,120	3,603	1,191
Sehuylkill River, East Side,	935,975	987,474	1,205,969	1,'95 943	819,156

Sharpsville,	8,382	8,356	7,810	7,180	5,604
Sinnemahoning Valley,	19,124	19,863	19,953	.....	.....
Somerset and Cambria,	113,176	117,130	124,664	112 597	88,049
South Mountain,	86,722	.....	.....	.....	.....
State Line (Pittsburgh),	39	.....	.....	.....	.....
State Line,	.....	.....	4,146	.....	.....
Stewartstown,	15,196	15,622	17,806	18,240	17,387
Stony Creek,	94,562	88,314	95.477	88 0°8	88,020
Tioga,	156,120	161,312	166,379	143,020	115 412
Tionesta Valley,	19,452	15,463	12,476	13,162	13.346
Union,	.....	.....	.....	334	.....
Warren and Farnsworth,	3,8'8	1,785	1,456	44,100	.....
Waynesburg and Washington,	51,610	47,723	46,509	.....	41,054
Western Maryland,	972,348	1,040,145	1,012,785	844,962	796,664
Western New York and Pennsylvania,	1,522,867	1,689,546	1,711,379	1,459,668	1 392,'54
Wheeling, Pittsburgh and Baltimore,	480,657	457,543	452,938	394,651	373,302
Wilkes-Barre and Eastern,	24,965	29,575	.....	.....	19,800
Wilkes-Barre and Western,	.....	.....	.....	2.125	.....
Williamsport and North Branch,	57,335	57,060	67,672	62,546	75,687
Wilmington and Northern,	426,631	444,404	448 571	382,536	67,114
Williams Valley,	.....	.....	73,615	71,747	355,459
York Southern,	.....	.....	.....	.....	34,652
Total,	138,070,156	140,190,599	152,460,840	134,798,580	125,445,825

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

Name of Company.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Addison and Pennsylvania,	80,690	78,300	75,614	54,807	73,(37
Allegheny and Kinzua,	188,527	126,119	94,909	.....	51,990
Allegheny Valley,	4,237,045	4,626,489	5,308,220	3,826,474	5,253,070
Altoona, Clearfield and Northern,	.....	3,093	8,175	62,175	.....
Baltimore and Harrisburg,	121,602	190,977	236,293	267,059	224 4 4
Baltimore and Lehigh,	.....	82,497	.....	37,138	.....
Baltimore and Philadelphia,	2,086,319	2,252,593	2,353,749	1,773,835	1,993,409
Bangor and Portland,	168,630	177,600	188,680	156,617	163,423
Barclay,	.....	.....	.....	69,560	61,260
Bear Rock,	.....	.....	5,000	2,500	17,200
Beaver and Ellwood,	4,938	5,696	17,404	44,898	43,034
Beech Creek,	2,422,687	2,895,154	3,101,322	2,541,252	3,162,295
Bellefonte Central,	.....	20,942	84,692	47,502	46,821
Berlin,	17,535	27,246	25,650	18,549	25 584
Berlin Branch,	9,051	7,902	9,747	8,786	11 626
Bradford, Bordell and Kinzua,	78,443	74,470	66,040	55,449	60,571
Bradford and West Pennsylvania,	.....	14,297	16,878	10,221	6,831
Brownstone and Middletown,	.....	38,657	91,393	66,862	80,086
Buffalo, Rochester and Pittsburgh,	2,390,878	2,844,466	3,327,538	2,982,732	3,754,946
Buffalo and Susquehanna,	.....	.....	.....	494,277	700,234
Catasauqua and Fogelsville,	309,331	326,893	314,378	172,771	224,738
Central Pennsylvania and Western,	.....	.....	25,814	23,918	26,598
Central Railroad Company of Pennsylvania,	.....	.....	.....	48,665	185,859
Chambersburg and Gettysburg,	.....	2,833	7,990	4,085	3,694
Chartiers,	848,231	905,311	1,237,569	986,681	1,366,911
Chester and Delaware River,	.....	356,092	602,927	380,151	324,124
Clarion River,	.....	.....	60,000	60,463	57,585
Cleveland and Pittsburgh,	4,583,237	4,971,769	5,060,181	3,135,061	4,541,475
Corning, Cowanesque and Antrim,	3,092,797	3,760,604	.....	.....	.....
Cornwall,	906,359	794,257	837,443	302,069	189,114
Cornwall and Lebanon,	785,301	745,841	890,642	433,519	974,984
Confluence and Oakland,	27,562	25,333	35,001	25,136	27,783
Coudersport, Galeton and Ansonia,	.....	.....	.....	103,072	.....
Coudersport and Port Allegheny,	117,285	136,347	134,509	.....	81,9 5

Cresson and Irvona,	334,549	307,304	.....	.....	.....
Crescent Connecting,	.....	13,225	.....	.....	.....
Cumberland Valley,	1,077,340	886,604	1,053.388	747,078	813 309
Delaware and Hudson Canal Company's Rai'road,	2,642,671	2,791,499	2,971.276	2,437,414	2,726,978
Delaware, Lackawanna and Western,	10,403,226	10,870,475	11,937,381	10.563,857	9,451,133
Delaware River and Lancaster,	8,238	16,141	.....	.....	1,871,326
Delaware, Susquehanna and Schuylkill,	1,156,733	1,537,423	1,870,753	1,958,435	.....
Dunkirk, Allegheny Valley and Pittsburgh,	244,255	256,500	286,326	207,154	202,594
East Broad Top.	270,171	254,943	322,861	130,385	160,614
Emporium and Rich Valley,	.....	.....	.....	16,381	29,918
Erie and Pittsburgh,	1,549,540	1,694,781	1,658,232	1,214.916	2,358,547
Erie and Wyoming Valley.	2,224,594	2,281,211	2.697,280	2,613,000	2,732,277
Fairmont, Morgantown and Pittsburgh,	.....	.....	.....	560,218	793,544
Falls Brook,	.....	.....	3,284,040	2,739,516	3,200.608
Falls Creek,	127,943	136,974	160,947	177,257	266,799
Ferney Mountain,	.....	.....	12,000	.....	.....
Gettysburg and Harrisburg.	34,310	155,923	171,057	170.689	194,821
Greenlick,	.....	.....	1,081	18	.....
Hunter's Run and Slate Belt,	.....	25,743	15,376	17,018	20,636
Huntingdon and Broad Top Mountain,	2,619,406	2,635,755	2,592,004	2,234,778	2,814,911
Ironton,	165,208	178,800	155,525	160,176	174,240
Kinzua Creek and Kane,	52.271	58,249	76,967	50,291	44,613
Kinzua Valley.	.....	.....	37,768	50,192	41,619
Kishacoquillas Valley,	.....	.....	.....	6,296	9,724
Lackawanna and Montrose,	.....	12,418	17,460	17,313	15 740
Lancaster, Oxford and Southern.	.....	.....	11,478	8,916	10,307
Lake Shore and Michigan Southern.	11,259,811	13,332,519	14,348,773	11,343.755	13.214,833
Lehigh and Lackawanna.	78,898	232.988	496.719	214.128	143,785
Lehigh and Susquehanna,	7,890,123	10,301,574	10.324,311	9.213.650	9,031,805
Lehigh Valley,	14.394,933	7,104,626	.....	12,542 3'1	17,786,105
Ligonier Valley,	111.180	131,124	135,597	116.757	126,859
Little Saw Mill Run,	260,488	263,887	320,229	198,658	244,79s
Mahoning Valley.	10,849	150,401	232,996	170.321	256.916
Mapleton and Rocky Ridge,	.....	6,000	.....	.....	.....
Mauch Chunk, Summit Hill and Switchback,	.....	.....	14	.....	.....
Meadville, Conneaut Lake and Linesville,	24.529	.....	.....	.....	.....
Middletown and Hummelstown,	21,532	53,116	47,725	28,176	20.726
Monongahela and Street's Run,	.....	7,535	86,482	28.238	.....
Mont Alto,	45,621	43,300	44,752	27,702	33 317
Montour,	251,873	187,350	186,148	68,653	103.452
Montrose,	14,174	11,486	10.841	12,0`8	12,039

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Mount Jewett, Kinzua and Ritersville,	.....	.....	107,487	112,636	93,199
Mount Jewett and Smethport,	.....	.....	15,733	53,479	56,5.8
Mount Pleasant and Broadford,	374,466	.....	278,625	259,667	481,924
Neversink Mountain,	134	3,890	.....	.....	.....
New Castle and Beaver Valley,	2,816,213	1,972,261	2,063,038	1,752,107	3,057,163
New Castle and Butler,	63,180	69,859	55,227	55,.29	80,311
New Haven and Dunbar,	.....	.....	.....	130,785	275,075
Newport and Sherman s Valley,	.....	.....	18,125	20,864	21,2 2
New York, Lake Erie and Western,	17,339,140	17,614,822	17,369,198	15,305,260	12,92.,5.0
New York, Lake Erie and Western Coal,	383,812	.....	.....	.....	.....
New York, Chicago and St. Louis,	3,304,425	3,445,747	3,537,380	2,950,125	3,284,955
New York and North Pennsylvania,	34,885	34,840	36,103	.....	38,846
New York, Pennsylvania and Ohio,	6,965,457	.....	.....	.....	.....
New York, Susquehanna and Western,	1,324,328	1,446 167	1,509,459	1,663,532	1,815.729
Nittany Valley,	84,491	215,449	.....	.....	.....
Northern Central,	12,066,531	13,162,304	14,293,032	11,643,186	13,07.,559
North East Pennsylvania,	42,924	56,'92	64,529	.....	69 66.
Ohio and Baltimore Short Line,	122,798	196,026	211,568	145,456	290,052
Olean, Oswago and Eastern,	.....	.....	.....	.....	11,855
Oregon and Texas,	.....	.....	15,675	15,070	1,108
Pennsylvania,	50,013,674	69,195,328	56,338,300	45,080,919	55,6.5,107
Pennsylvania, Poughkeepsie and Boston,	315,007	330,823	463,505	.....	.....
Pennsylvania and North Western,	1,550,218	1,748,977	1,398,542	787,974	1,147,2.2
Penn Gas Coal Company's Railroad,	1,215	1,200	2,000	3,140	7 070
Perkiomen,	603,254	850,802	880,080	689,.99	647,032
Perry County,	10,317	8,192	.....	8,411	9, 37
Philadelphia and Chester Valley,	151,723	159,282	149,609	158,3 2	130 945
Philadelphia, Newtown and New York,	111,874	70,284	90,905	109,443	1'7,.81
Philadelphia and Reading,	21,084,490	32,174 989	35,067,515	18,611,841	20,585, 42
Philadelphia, Wilmington and Baltimore,	3,656,218	4,865,326	5,733 866	4,852,752	5,116,.82
Pine Creek,	4,087,759	4,941,410	4,700,902	4,075,848	4,856, 54
Pittsburgh and Castle Shannon,	40,446	56,350	55,846	35,895	81,615
Pittsburgh, Chartiers and Youghiogheny,	645,842	713,570	883,885	591,.97	848 382
Pittsburgh, Cincinnati, Chicago and St. Louis,	8,162,914	10,590,386	11,619,604	9,209,341	10.841,938

Pittsburgh and Connellsville,	4,917,443	5,662,156	6,084,813	4,723,592	6,332,688
Pittsburgh, Fort Wayne and Chicago,	7,074,834	8,331,940	8,622,107	6,546,493	9,071,226
Pittsburgh and Lake Erie,	6,077,124	7,561,912	8,692,738	6,167,249	8,413,980
Pittsburgh, Marion and Chicago,	.....	.....	147,842	105,658	15 .1.5
Pittsburgh and Moon Run,	.....	.....	280,991	194,946	2 8, 05
Pittsburgh, Shenango and Lake Erie,	.....	569,361	580,329	629,886	963,2 7
Pittsburgh and Western,	2,222,380	3,026,357	.....	2,787,193	.....
Pittsburgh, Youngstown and Ashtabula.	3,330,907	4,471,659	4,405,552	2,977,197	5,027,804
Reading and Columbia,	458,130	467,185	496,312	361,907	358,992
Redstone Connecting,	.....	.....	.....	.....	1,564,792
Reynoldsville and Falls Creek,	.....	1,391,185	1,560,391	1,303,474	.....
Rupert and Bloomsburg,	24,405	19,282	22,951	20,019	29,295
Saint Marys and Southwestern,	.....	.....	.....	676	76 133
Salisbury,	415,330	432,972	444,300	312,456	359 557
Schuylkill River, East Side,	2,036,993	2,692,094	2,393,651	2,194,444	2,376,360
Shade Creek,	7,000	11,557	17,904	.....	.....
Sharpsville,	73,301	183,838	80,454	218,001	78,452
Sinnemahoning Valley,	233,677	253,362	264,871	.....	.....
Slate Run,	64,730	60,875	28 712	26,030	38,000
Somerset County,	5,224	4,993	2,378	.....	.....
Somerset and Cambria,	356,441	339,845	435,162	257,307	297,283
South Mountain,	83,922	.....	.....	.....	.....
State Line (Pittsburgh),	214,088	268,033	224,030	.....	.....
Stewartstown,	19,630	21,532	21,830	19,297	19,281
Stony Creek,	37,625	38,736	42,545	118,683	191,103
Sugar Run,	.....	.....	19,283	45,613	27,951
Susquehanna and Buffalo,	.....	166,677	98,241	82,370	162,619
Tamaqua, Hazleton and Northern,	.....	488,629	817,610	193,875	33,240
Tiadaghton and Fahnestalk,	.....	14,331	71 465	24,017	.....
Tioga.	816,439	886,439	887,078	663 576	432,719
Tionesta Valley,	76,265	66,239	77,570	56,765	51,393
Tionesta Valley and Hickory,	.....	.....	.....	.....	4. 88
Tionesta Valley and Salmon Creek,	.....	.....	.....	.....	2,738
Trout Run,	18,474	17,510	.....	.....	.....
Ursini and North Fork,	.....	.....	8,209	11,955	.....
Warren and Farnsworth,	6,896	4,298	8,680	.....	.....
Waynesburg and Washington,	19,005	15,913	16,696	13 799	12 057
Western Maryland,	356,948	712,444	1,146,255	1,086,580	1,320,423
Western New York and Pennsylvania,	4,362,492	4,433,947	4,607,475	3 481,237	4,287,892
Wheeling, Pittsburgh and Baltimore,	1,137,074	1,220,597	1,435,681	1,041,095	1,515,739
Wilkes-Barre and Eastern,	.....	.....	.....	203,937	1,350,563

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Wilkes-Barre and Harvey's Lake,	.....	.....	.....	99,607	.....
Wilkes-Barre and Western,	18,256	19,772	.....	.....	.....
Williamsport and North Branch,	79,460	71,350	83,126	.....	137,932
Wilmington and Northern,	803,004	803,521	849,350	660,701	862,088
Williams Valley,	.....	.....	11,372	16,001	17,309
York Southern,	.....	.....	.....	.....	23,454
Total,	250,477,419	290,480,712	281,681,030	233,250,687	271,975,677

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Addison and Pennsylvania,	$104,875 32	$104,850 79	$103,338 30	$89,670 98	$96,207 50
Allegheny and Kinzua,	91,673 67	59,660 32	42,433 22	30,745 11	21,420 28
Allegheny Valley,	2,563,134 08	2,626,160 48	2,729,290 61	2,064,218 53	2,401,036 15
Allentown,	3,241 16	3,972 07	3,551 76	2,915 32	3,541 82
Allentown Terminal,	40,500 00	40,500 00	.....	40,500 00	40,500 00
Altoona, Clearfield and Northern,	.....	7,850 42	11,200 96	8,712 45	.....
Altoona and Wapsononock,	476 09	.....	.....	.....	.....
Bald Eagle Valley,	265,052 57	248,618 68	274,934 09	154,763 28	160 682 94
Baltimore and Cumberland Valley,	4,368 00	4,368 00	.....	4,368 00	4,368 00
Baltimore and Cumberland Valley Extension,	32,700 00	32,700 00	.....	32,700 00	32,700 00
Baltimore and Harrisburg,	152,225 87	186,415 84	227,121 80	237,576 55	260,312 03
Baltimore and Harrisburg Western Extension,	12,000 00	12,000 00	.....	12,000 00	12,000 00
Baltimore and Lehigh,	.....	204,870 57	.....	59,905 31	.....
Baltimore and Philadelphia,	764,717 79	796,862 43	875,908 14	761,704 79	735,914 83
Bangor and Portland,	136,601 68	145,697 48	153,485 18	140,817 98	140,498 61
Barclay,	51,372 08	82,275 50	50,853 16	36,740 38	34,245 07
Bare Rock,	.....	.....	1,228 80	526 60	2,487 80
Beaver and Ellwood,	1,379 59	2,125 59	4,669 19	7,781 79	7,824 00
Bedford and Bridgeport,	18,801 84	108,190 46	111,415 09	115,709 68	124,689 69
Beech Creek,	1,101,237 00	1,230,833 96	1,347,201 08	1,125,533 73	1,273,724 60
Bellefonte Central,	.....	9,858 62	30,968 18	24,500 11	20,119 40
Berlin,	6,365 38	7,497 23	7,856 11	6,082 20	6,782 85
Berlin Branch,	5,165 14	4,967 04	5,738 33	6,245 14	5,652 57
Bloomsburg and Sullivan,	.....	65,270 91	69,271 23	61,445 13	59,114 62
Bradford, Bordell and Kinzua,	90,519 72	63,648 84	65,502 28	47,425 34	58,121 38
Bradford, Eldred and Cuba,	37,977 42	26,962 82	.....	.....	.....
Bradford and West Pennsylvania,	.....	2,438 46	3,636 42	2,242 92	2,282 12
Brownstone and Middletown,	.....	8,861 05	20,214 82	9,626 47	10,862 52
Buffalo, Rochester and Pittsburgh,	2,450,080 72	2,860,908 30	3,215,291 76	2,704,458 74	2,939,474 65
Buffalo and Susquehanna,	.....	.....	.....	281,510 55	353 831 89
Bustleton,	.....	.....	.....	110 40	73 62
Cambria and Clearfield,	34,120 69	36,108 02	41,056 83	49,575 20	64,275 33
Catasauqua and Fogelsville,	111,259,16	100,417 78	66,063 80	42,682 88	58,452 28
Catawissa,	234,000 00	234,000 00	234,000 00	234,000 00	234,000 00

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Central Pennsylvania and Western,	.....	.....	$23,592 17	$22,860 28	$23,088 42
Central Railroad Company of Pennsylvania,	.....	.....	.....	13,292 21	57,784 14
Chambersburg and Gettysburg,	.....	$1,476 32	2,926 16	1,123 01	865 97
Chartiers,	$279,158 61	132,374 90	288,474 73	248,099 71	257,450 14
Cherry Grove,	.....	.....	300 00	300 00	.....
Chester Grove,	23,104 98	22,549 98	23,793 98	23,891 30	24,2 7 21
Chester and Delaware River,	.....	13,431 69	31,692 20	17,034 85	14,340 50
Chestnut Hill,	16,478 00	16,478 00	16,478 00	16,478 00	16,478 00
Clarion River,	1,893 86	10,168 38	26,383 84	26,278 48	25 886 38
Clearfield and Mahoning,	.....	.....	.....	71,500 00	7.,500 00
Cleveland and Pittsburgh,	3,489,314 86	3,640,429 70	3,560,146 66	2,451,087 33	3,274,659 73
Colebrookdale,	13,290 80	12,789 42	12,211 09	11,630 13	13,606 04
Columbia and Port Deposit,	172,893 79	203,365 81	185,233 77	156,172 98	125,084 33
Connecting,	139,992 90	153,444 06	146,125 28	145,618 12	151,120 39
Corning, Cowanesque and Antrim,	723,285 12	815,893 56	.....	.....	.....
Cornwall,	120,333 11	124,386 27	126,689 73	54,136 23	44,153 17
Cornwall and Lebanon,	241,231 76	230,664 76	258,220 72	131,968 13	215,804 14
Confluence and Oakland,	20,284 14	14,722 82	17,501 20	12,726 22	14,350 19
Coudersport and Pine Creek,	.....	.....	.....	.....	3,0 0 00
Coudersport and Port Allegheny,	67 15[illegible] 06	77,360 14	75,067 00	59,015 74	48,477 00
Cresson and Irvona,	124,427 54	110,604 03	16,959 99	21,271 06	8,047 60
Creseent Conneeting,	.....	1,322 57	.....	.....	.....
Cumberland Valley,	1,052,462 66	924,034 35	953,394 08	818,331 02	8[illegible]0 633 7[illegible]
Delaware and Hudson Canal Company's Railroad,	1,385,210 31	1,432,678 73	1,472,127 95	1,236,127 83	1,239,216 96
Delaware, Laekawanna and Western,	14,427,515 21	14,357,215 10	16,096,819 38	14,760,676 85	13,016,078 70
Delaware River and Lancaster,	3,916 65	8,670 28	.....	.....	.....
Delaware, Susquehanna and Schuylkill,	131,381 53	422,639 23	1,090,238 00	862,935 28	1,241,3[illegible]9 29
Dillsburg and Meehaniesburg,	25,160 73	23,047 25	21.265 04	16,010 94	2,919 22
Dunkirk, A'legheny Valley and Pittsburgh,	265,613 78	270,035 42	306,816 39	243,537 10	232,261 04
East Broad Top,	122,814 76	144,469 98	113,167 30	64,385 98	67,591 48
East Mahonoy,	32,058 00	32,045 50	32,070 50	32,069 50	32,201 00
East Pennsylvania,	.....	123,627 00	123,627 00	123,627 00	123,627 00
Easton and Northern,	.....	.....	.....	.....	3 420 76
Elmira and Williamsport,	166,117 04	151,766 58	156,456 65	156,438 13	156,423 56

Ellwood Connecting,	.....	.....	.....	919 61	1,739 07
Ellwood Short Line,	.....	.....	.....	29,931 77	71 017 90
Emporium and Rich Valley,	.....	.....	13,963 66	7,100 94	13,346 22
Erie and Pittsburgh,	719,909 85	721,797 36	746,949 37	595,044 53	948 749 14
Erie and Wyoming Valley,	700,236 07	746,679 63	804,403 33	778,719 54	72.,601 80
Fairmont, Morgantown and Pittsburgh,	.....	.....	.....	114,966 14	219,541 83
Falls Brook,	.....	.....	1,049,404 87	853,.31 12	835.845 67
Falls Creek,	5,096 71	9,223 25	10,074 98	10,122 02	8,669 22
Fayette County,	9,000 00	9,000 00	9,000,00	9,000 00	9,000 00
Gettysburg and Harrisburg,	35,229 72	88,877 14	101,305 80	93,347 72	110,172 39
Greenlick,	.....	.....	378 85	57 05	.....
Hanover and New Port,	.....	.....	.....	.....	2,015 29
Hanover and York,	35,017 65	27,294 50	34,592 69	19,194 92	15,532 32
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	120,369 59	126,241 58	129,637 04	127,958 20	12..774 64
Hunter s Run and Slate Belt,	.....	6,224 01	5,533 33	5,756 23	6 815 45
Huntingdon and Broad Top Mountain,	706,624 18	664,553 10	719,544 78	583,565 27	632,804 41
Ironton,	44,643 56	43,428 25	30,797 62	28,099 79	20,022 96
Jamestown and Franklin,	.....	59,360 50	73,075 70	53,048 64	60,245 58
Johnsonburg,	5,417 59	24,186 07	19,973 55	11,813 25	23,838 59
Jones' Lake,	1,200 00	1,200 00	1,200 00	.....	.....
Junction,	206,804 82	210,800 04	204,027 19	182,936 92	185,495 46
Kensington and Tacony,	30 00	30 00	30 00	30 00	244 84
Kinzua Creek and Kane,	23,054 44	25,601 76	29,465 72	20,517 21	17,343 41
Kinzua Hemlock,	.....	.....	4,057 55	2,957 54	2.278 10
Kinzua Valley,	339 91	47,056 78	9,842 47	10,636 63	8,389 78
Ki hacoquil as Valley,	.....	.....	.....	7,178 87	8,893 91
Lackawanna and Montrose,	.....	10,547 08	15,374 08	14,349 84	12,785 99
Lancaster, Oxford and Southern,	.....	.....	14,282 10	13,074 58	13.772 04
Lancaster and Reading Narrow Gauge,	.....	.....	.....	.....	35 433 20
Lake Shore and Michigan Southern,	20,963,315 54	23,155,994 77	24,046,875 75	21,675,051 33	20,225.955 91
Lehigh and Lackawanna,	82,786 53	92,105 77	94,142 20	75,904 64	71,531 58
Lehigh and Susquehanna,	5,454,331 81	5,423,599 90	5,305,936 26	4,731,730 92	4,785.274 35
Lehigh Valley,	18,242,316 87	12,256,806 45	4,605,508 09	17,406,.56 59	19,309 218 27
Lewisburg and Tyrone,	27,374 40	13,891 27	26,926 07	22,218 49	2,517 55
Ligonier Valley,	45,382 07	54,969 22	60,040 85	35,225 00	44,652 91
Little Saw Mill Run,	57,698 07	58,540 71	68,825 87	43,653 93	50 246
Little Schuylkill Navigation,	225,061 95	226,253 18	225,053 35	225,127 95	225,680 53
Littlestown,	2,993 97	888 44	.....	.....	.....
Lykens Valley,	62,599 79	62,686 76	62,792 96	62,845 17	62,902 16
McKeesport and Bessemer,	.....	24,129 00	63,602 56	34,217 74	.....
McKeesport Connecting,	4,230 50	26,907 75	33,978 00	25,942 25	40,954 56

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Mahoning Valley,	$2,383 33	$22,637 77	$37,620 72	$34,882 15	$40,246 88
Mahoning State Line,	.....	.....	.....	.....	750 00
Mapleton and Rocky Ridge,	.....	60 00	80 00	.....	.....
Mauch Chunk, Summit Hill and Switchback,	.....	23,718 38	23,926 17	.....	.....
Meadville, Conneaut Lake and Linesville,	30,517 75	6,240 00	8,000 00	.....	8,000 00
Middletown and Hummelstown,	11,113 94	15,527 87	15,140 76	9,382 66	8,407 53
Mifflin and Centre County,	28,382 70	34,630 11	34,262 86	33,769 63	25,573 54
Mill Creek and Mine Hill,	33,000 00	33,000 00	33,000 00	33,000 00	33,000 00
Mine Hill and Schuylkill Haven,	332,684 00	338,816 00	355,981 00	355,856 00	355,331 00
Monongahela Connecting,	105,868 33	152,167 77	169,325 51	121,020 93	144,680 52
Monongahela River and Street's Run,	.....	714 00	4,364 77	2,026 97	.....
Mont Alto,	28,599 83	27,906 40	29,547 80	22,630 87	21,060 05
Montour,	36,980 08	41,753 94	26,077 90	18,113 10	16,344 89
Montrose,	24,791 17	20,651 06	19,367 60	19,139 12	20,312 16
Mount Carbon and Port Carbon,	36,250 00	36,250 00	36,250 00	36,250 00	36,250 00
Mount Carmel and Natalie,	.....	9,442 21	36,042 97	43,652 39	45,774 01
Mount Jewett, Kinzua and Ritersville,	11,316 86	25,850 42	33,428 50	34,877 31	43,859 93
Mount Jewett and Smethport,	.....	.....	5,896 35	12,605 05	15, 7.9 33
Mount Penn Gravity,	19,323 65	16,177 04	14,254 97	13,320 40	13,818 25
Mount Pleasant and Broadford,	22,445 10	18,415 32	15,358 37	17,632 87	9,125 .0
Nescopec,	1,682 55	1,188 42	8,469 97	6,000 67	2,759 85
Nesquehoning Valley,	76,123 81	76,441 15	79,448 58	79,306 72	79,448 58
Neversink Mountain,	8,381 26	14,892 84	15,768 70	9,926 65	11,017 62
New Castle and Beaver Valley,	234,674 66	158,693 72	172,385 48	144,054 48	223,572 86
New Castle and Butler,	6,123 74	6,985 92	5,522 74	5,542 92	8,031 18
New Castle and Shenango Valley,	.....	16,175 16	12,736 15	8,936 21	20,365 25
New Haven and Dunbar,	.....	.....	.....	8,853 28	16,087 65
Newport and Sherman's Valley,	.....	.....	29,175 39	28,323 84	23,605 87
New York, Lake Erie and Western,	29,788,245 19	32,203,771 30	31,289,979 80	27,047,113 62	26,234,543 22
New York, Lake Erie and Western Coal,	126,666 29	.....	.....	.....	.....
New York, Lackawanna and Western,	178,510 87	181,823 99	193,724 50	.....	.....
New York, Chicago and St. Louis,	6,029,863 21	6,309,617 94	6,565,403 02	6,186,595 78	6,019,0.5 60
New York and North Pennsylvania,	10,516 93	11,087 92	11,123 14	.....	8,467 18
New York, Pennsylvania and Ohio,	2,208,023 35	2,322,934 20	2,334,832 88	1,986,552 64	2,091,712 26

New York, Susquehanna and Western,	1,608,465 66	1,664,202 59	1,728,323 22	1,700,751 78	1,709,535 74
Nittany Valley,	14,301 49	8,751 56	9,380 88	6,875 00	8,937 50
North Bend and Kettle Creek,	.....	.....	.....	1,769 50	2,661 80
Northern Central,	7,006,604 63	7,373,493 34	7,798,298 76	6,612,470 88	6 772,150 01
North East Pennsylvania,	44,181 44	70,916 47	75,446 43	76,346 64	81,963 45
North Pennsylvania,	899,735 80	881,700 00	881,700 00	881,700 00	881,700 00
North and West Branch,	300,227 21	342,348 68	386,376 74	324,917 03	265,887 15
Ohio and Baltimore Short Line,	3,642 51	12,217 41	15,635 80	12,432 30	21 575 38
Ohio Connecting,	40,896 39	103,067 50	121,290 88	97,967 80	119,045 62
Olean, Oswago and Eastern,	.....	.....	.....	.....	10,811 05
Ontario, Carbondale and Scranton,	91,189 87	97,830 65	101,689 42	.....	104,478 70
Oregon and Texas,	.....	.....	4,702 50	4,521 00	3,324 60
Pennsylvania,	71,176,830 07	74,213,020 41	76,011,102 10	63,854,054 18	66,909,108 78
Pennsylvania Company,	2,506,553 13	2,738,210 45	2,575,139 38	2,589,245 59	2,016,298 71
Pennsylvania and New York Canal and Railroad,	.....	.....	530,000 00	530,000 00	530,000 00
Pennsylvania, Poughkeepsie and Boston,	147,989 14	197,984 60	202,859 83	1,200 00	7,037 25
Pennsylvania Schuylkill Valley,	539,428 91	590,853 57	756,465 51	548,976 24	359,551 52
Pennsylvania and North Western,	840,178 06	896,306 12	751,843 06	429,785 74	574,312 68
Penn Gas Coal Company's Railroad;	7,934 20	7,619 51	8,431 30	7,605 58	7,349 34
People's,	19,947 70	22,782 33	26,671 42	26,774 48	24,091 30
Perkiomen,	269,443 88	314,288 98	359,442 26	291,671 68	296,692 90
Perry County,	12,954 20	11,312 73	.....	15,897 74	16,251 73
Philadelphia and Baltimore Central,	208,370 78	234,416 87	170,322 57	261,582 51	232,417 13
Philadelphia Belt Line,	.....	.....	.....	1,314 80	2,397 55
Philadelphia and Chester Valley,	53,313 08	50,327 60	48,447 35	46,683 45	46,966 45
Philadelphia and Erie,	1,782,409 02	1,676,902 97	1,746,920 39	1,139,897 91	1 075,149 69
Philadelphia and Frankford,	.....	.....	.....	.....	19,024 70
Philadelphia, Germantown and Chestnut Hill,	92,810 21	86,298 07	96,728 51	110,263 00	38,822 07
Philadelphia, Germantown and Norristown,	285,168 36	278,722 59	304,427 15	277,982 58	281,225 71
Philadelphia, Harrisburg and Pittsburgh,	.....	.....	.....	25,000 00	25,000 00
Philadelphia, Newtown and New York,	113,860 65	110,413 25	118,918 52	113,512 94	116,774 66
Philadelphia and Reading,	21,781,820 54	33,517,280 66	42,550,898 48	21,700,503 32	21 201,171 75
Philadelphia and Reading Terminal,	.....	.....	150,000 00	720,453 55	634,616 07
Philadelphia and Trenton,	54,175 50	54,175 50	58,821 05	58,781 69	66,687 01
Philadelphia, Wilmington and Baltimore,	7,002,317 76	9,029,935 87	10,085,245 76	9,483,195 58	9,315,116 09
Pickering Valley,	4,660 64	4,856 89	4,884 82	4,460 84	5,924 75
Pine Creek,	864,114 77	1,026,173 15	988,002 95	852,469 81	906,261 70
Pittsburgh and Castle Shannon,	101,536 61	127,393 61	136,584 72	95,417 23	107 965 97
Pittsburgh, Chartiers and Youghiogheny,	136,928 18	145,634 96	173,915 85	122,452 75	158,983 09
Pittsburgh, Cincinnati and St. Louis,	.....	.....	17,059,796 62	.....	.....
Pittsburgh, Cincinnati, Chicago and St. Louis,	11,376,077 86	16,275,238 54	.....	15,201,629 54	15,432,074 98

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Pittsburgh and Connellsville,	$2,670,613 14	$2,979,388 86	$3,019,775 58	$2,434,189 80	$2,868,516 41
Pittsburgh, Fort Wayne and Chicago,	11,511,347 12	12,472,271 29	13,507,684 17	10,983,494 66	10,123 111 36
Pittsburgh Junction,	216,472 34	287,114 18	301,696 13	270,619 78	347,807 22
Pittsburgh and Lake Erie,	3,648,618 13	4,313,517 62	4,549,044 40	3,367,610 33	4,375,069 56
Pittsburgh, Marion and Chicago,	.....	.....	40,238 78	30,270 30	42,359 23
Pittsburgh, McKeesport and Youghiogheny,	441,579 00	505,714 44	488,832 01	504,814 08	499,519 22
Pittsburgh and Moon Run,	.....	.....	24,387 73	17,509 38	22,702 95
Pittsburgh and Northern,	2,038 21	1,957 52	1,106 95	921 26	410 25
Pittsburgh, Shenango and Lake Erie,	.....	377,945 23	478,992 01	479,231 22	560,957 92
Pittsburgh, Virginia and Charleston,	404,892 85	415,313 97	373,577 01	219,990 39	5[illegible]8,324 93
Pittsburgh and Western,	1,439,872 58	1,488,880 53	1,487,781 86	1,343,981 25	1,677,014 3
Pittsburgh, Youngstown and Ashtabula,	1,090,697 05	1,560,986 13	1,487,113 53	1,021,202 84	1,479,402 05
Pomeroy and Newark,	.....	31,018 79	.....	.....	.....
Reading and Columbia,	334,725 59	341,419 68	345,842 44	284,170 48	280 8[illegible]9 58
Reynoldsville and Falls Creek,	.....	115,226 09	176,819 91	155,018 80	87,404 50
Ridgway and Clearfield,	112,607 79	114,916 42	106,380 69	80,158 35	47,0[illegible]8 00
River Front,	23,270 00	23,090 00	23,180 00	25,680 00	34,553 93
Rochester, Beaver Falls and Western,	.....	.....	.....	.....	492 15
Rupert and Bloomsburg,	7,504 99	7,320 04	8,807 39	7,421 89	10,500 01
Saint Marys and Southwestern,	.....	.....	.....	10,172 23	67,[illegible]80 11
Salisbury,	54,847 76	57,494 21	57,265 12	40,910 80	44,9[illegible]3 21
Schuylkill and Lehigh,	.....	51,000 00	51,000 00	27,000 00	27,000 00
Schuylkill River, East Side,	281,011 40	265,495 15	343,542 77	300,152 86	283,162 37
Schuylkill and Lehigh Valley,	.....	.....	.....	100,000 00	100,000 00
Schuylkill Valley Navigation Railroad,	29,450 00	29,450 00	29,450 00	29,450 00	29,450 00
Shade Creek,	840 00	1,155 69	1,790 43	.....	.....
Shamokin, Sunbury and Lewisburg,	.....	110,000 00	110,000 00	110,000 00	110,000 00
Shamokin Valley and Pottsville,	194,912 24	208,272 07	200,481 78	199,929 63	200,822 44
Sharon,	32,248 75	36,426 00	36,426 00	36,426 00	36,426 00
Sharpsville,	23,190 87	32,413 36	22,898 23	11,828 74	29,842 32
Sheffield and Spring Creek,	300 00	300 00	300 00	300 00	25 00
Sinnemahoning Valley,	115 107 86	157,901 57	161,731 16	.....	.....

Slackwater Connecting,	.....	.....	13,304 50	7,829 75	19,721 22
Slate Run,	28,945 83	27,521 78	15,569 32	14,618 93	12,256 07
Somerset County,	5,563 35	5,440 52	2,360 00	.....	.....
Somerset and Cambria,	167,535 86	159,377 71	183,963 49	134,849 92	127,593 21
South Fork,	.....	.....	.....	937 93	994 13
South Mountain,	35,206 13	.....	.....	.....	.....
Southwest Pennsylvania,	354,662 67	496,696 72	335,492 51	194,080 78	382,240 00
Southern Pennsylvania,	25,286 85	.....	.....	.....	.....
Southern Pennsylvania Railway and Mining Company,	.....	.....	.....	.....	2,255 88
State Line (Pittsburgh),	12,361 56	15,066 18	13,696 87	.....	.....
State Line and Sullivan,	40,000 00	40,000 00	50,958 80	67,296 34	40,000 00
Stewartstown,	14,069 61	15,630 34	15,187 12	14,916 68	13,927 04
Stony Creek,	28,923 05	28,297 39	30,141 34	38,128 90	44,366 38
Sugar Run,	.....	.....	11,665 06	21,800 80	.....
Strasburg,	1,200 00	.....	.....	.....	17,891 16
Sunbury, Hazleton and Wilkes-Barre,	259,670 69	226,814 05	329,114 68	287,978 67	249,906 99
Sunbury and Lewistown,	826,101 54	191,128 21	245,491 47	199,985 23	211,739 13
Susquehanna and Buffalo,	.....	.....	13,741 40	5,675 87	8,952 64
Susquehanna and Clearfield,	.....	6,236 89	12,337 53	.....	.....
Tamaqua, Hazleton and Northern,	.....	18,378 35	35,065 10	12,185 93	4,462 22
Tiadaghton and Fahnestalk,	.....	2,976 21	15,806 30	5,402 83	258 50
Tioga,	.....	.....	.....	.....	288,537 17
Tionesta Valley,	.....	.....	.....	.....	55,194 35
Tionesta Valley and Hickory Run,	.....	.....	.....	.....	1,502 42
Tionesta Valley and Salmon Creek,	.....	.....	.....	.....	989 32
Tuscarora Valley,	.....	.....	.....	.....	10,672 60
Tyrone and Clearfield,	.....	.....	.....	.....	115 275 33
Ursina and North Fork,	.....	1,810 63	1,790 37	1,725 11	1,870 70
Warren and Farnsworth,	8,167 67	4,971 62	10,751 39	.....	50,839 95
Waynesburg and Washington,	60,294 43	56,941 30	58,482 07	54,371 45	.....
West Chester,	12,412 50	13,104 23	12,966 80	12,000 00	13,910 32
Western Maryland,	692,331 62	828,281 28	1,019,330 73	1,028 810 63	1,107,560 55
Western New York and Pennsylvania,	13,796,067 64	3,875,431 62	3,720,180 89	3,921,227 17	3,311,610 09
Western Pennsylvania,	821,555 32	538,112 04	609,099 08	365,316 85	498,690 21
Wheeling, Pittsburgh and Baltimore,	688,153 03	644,703 01	655,396 28	489,447 06	633,775 17
Wilcox and Rocky Run,	.....	1,919 35	3,749 36	.....	.....
Wilkes-Barre and Eastern,	.....	.....	.....	91,525 72	394,760 97
Wilkes-Barre and Scranton,	48,400 00	48,550 00	50,877 80	51,563 80	50,581 40
Wilkes-Barre and Western,	18,753 81	22,684 59	.....	.....	.....
Williamsport and North Branch,	83,597 02	79,460 39	91,107 14	85,695 97	104,791 53

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—Continued.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Wilmington and Northern,	$442,627 31	$450,897 20	$499,927 83	$425,280 89	$462,396 16
Williams Valley,	.....	.....	21,759 66	21,428 85	21,905 72
York and Peach Bottom,	10,208 34	.....	.....	.....	.....
York Southern,	.....	.....	.....	.....	36,819 78
Total,	$289,908,108 27	$305,680,351 20	$317,223,466 57	$271,643,224 51	$277,451,035 90

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

Name of Company.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Addison and Pennsylvania,	$112,387 43	$90,008 53	$86,466 25	$90,851 45	$80,545 64
Allegheny and Kinzua,	89,034 38	71,261 32	45,398 33	22,683 68	20,570 92
Allegheny Valley,	2,728,126 25	2,782,239 71	2,858,191 84	2,467,036 32	2,604,306 87
Allentown,	240 00	398 13	240 00	240 00	49 60
Allentown Terminal,	18,000 00	18,000 00	.....	18,000 00	18,000 00
Altoona, Clearfield and Northern,	.....	4,710 25	11,162 04	9,260 00	.....
Altoona and Wapsononock,	285 65	.....	.....	.....	.....
Bald Eagle Valley,	36,884 50	40,687 89	42,046 44	54,316 21	41,207 50
Baltimore and Cumberland Valley,	.....	.....	.....	.....	4,368 00
Baltimore and Cumberland Valley Extension,	.....	.....	.....	.....	13,800 00
Baltimore and Harrisburg,	150,354 20	165,713 34	171,283 11	196,279 40	215,568 18
Baltimore and Lehigh,	.....	273,665 99	.....	55,943 42	.....
Baltimore and Philadelphia,	925,601 46	1,004,512 66	999,653 18	903,359 41	874,339 55
Baltimore and Harrisburg Western Extension,	.....	.....	.....	.....	12,000 00
Bangor and Portland,	129,140 60	120,616 90	125,005 18	131,632 52	108,893 19
Barclay,	30,538 14	70,760 18	29,807 55	38,527 39	28,545 20
Bear Rock,	.....	.....	3,059 52	870 34	1,698 97
Beaver and Ellwood,	2,892 93	5,078 24	6,343 86	10,087 46	5,197 55
Bedford and Bridgeport,	1,636 87	92,774 43	93,199 63	93,652 19	95,203 05
Beech Creek,	870,780 61	1,017,890 86	948,515 53	1,128,698 53	1,022,789 78
Bellefonte Central,	.....	14,636 44	43,508 20	33,603 71	20,189 86
Berlin,	16,702 65	32,510 06	14,162 08	11,176 73	12,159 99
Berlin Branch,	6,970 84	7,142 68	8,426 84	8,581 39	8,525 81
Bloomsburg and Sullivan,	.....	65,395 30	35,175 05	64,465 11	63,833 97
Bradford, Bordell and Kinzua,	101,303 69	61,204 77	49,179 79	48,460 56	49,235 26
Bradford, Eldred and Cuba,	73,674 54	63,982 46	.....	.....	.....
Bradford and West Pennsylvania,	.....	4,077 44	4,783 67	4,529 19	4,882 57
Brownstone and Middletown,	.....	8,116 65	18,944 95	9,444 60	11,372 76
Buffalo, Rochester and Pittsburgh,	2,375 618 43	2,667,313 82	2,963,590 05	2,783,485 33	2,896,805 61
Buffalo and Susquehanna,	.....	.....	.....	205,695 93	319,126 76
Bustleton,	.....	.....	6,567 67	6,870 71	7,474 19
Cambria and Clearfield,	6,538 23	25,741 13	52,490 42	69,128 81	73,636 92
Catasauqua and Fogelsville,	71,082 29	53,465 61	49,852 32	38,497 92	40,020 66
Catawissa,	2,811 19	8,626 13	9,045 67	8,729 33	6,521 77

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Central Pennsylvania and Western,	.....	.....	$23,281 03	$20,965 34	$22,281 96
Central Railroad Company of Pennsylvania,	.....	.....	.....	22,124 14	105,990 31
Chambersburg and Gettysburg,	.....	$5,702 31	6,547 27	1,017 67	774 22
Chartiers,	$279,158 61	555,754 41	218,019 00	224,819 02	246,924 51
Chester Creek,	12,004 98	11,449 98	12,693 98	12,291 30	13,117 21
Chester and Delaware River,	.....	21,099 72	53,065 45	33,217 06	33,181 22
Chestnut Hill,	2,000 00	2,000 00	2,000 00	2,000 00	2,000 00
Clarion River,	1,326 91	5,608 42	14,939 15	13,948 36	17,561 22
Clearfield and Mahoning,	.....	.....	.....	32,500 00	32,500 00
Cleveland and Pittsburgh,	3,513,623 77	3,589,019 52	2,923,568 90	2,369,573 23	1,890,448 73
Colebrookdale,	36,240 00	36,262 21	36,240 00	36,240 00	36,040 00
Columbia and Port Deposit,	42,764 42	79,454 07	81,388 61	76,784 03	81,738 22
Connecting,	63,294 90	76,746 06	69,427 28	68,920 12	74,422 38
Corning, Cowanesque and Antrim,	690,037 92	697,896 47	.....	.....	.....
Cornwall,	89,303 60	72,937 63	72,921 56	50,943 71	52,719 86
Cornwall and Lebanon,	204,693 01	176,608 88	174,781 37	126,347 60	155,374 80
Confluence and Oakland,	31,415 47	30,181 22	39,200 64	29,903 54	32,915 22
Coudersport and Port Allegheny,	39,806 00	45,759 00	46,036 00	45,271 00	36,227 53
Cresson and Irvona,	61,849 58	62,353 60	26,481 26	46,838 91	22,210 21
Crescent Connecting,	.....	634 08	.....	.....	.....
Cumberland Valley,	818,464 70	811,762 32	781,463 37	680,057 25	618,123 63
Delaware and Hudson Canal Company's Railroad,	2,677,879 26	2,512,941 97	2,556,093 94	2,454,271 51	2,070,259 45
Delaware, Lackawanna and Western,	12,019,381 71	11,832,945 40	13,212,780 33	12,241,633 21	12,224,241 39
Delaware River and Lancaster,	25,469 23	30,960 88	.....	.....	.....
Delaware, Susquehanna and Schuylkill,	2,727 30	169,081 83	323,008 05	436,634 66	989,832 77
Dillsburg and Mechanicsburg,	24,479 80	24,850 93	21,723 38	18,888 11	6,050 00
Downingtown and Lancaster,	15,300 66	16,491 16	31,392 31	24,615 41	37,012 13
Dunkirk, Allegheny Valley and Pittsburgh,	204,949 91	204,961 01	241,468 56	358,444 87	238,486 27
East Broad Top,	122,852 31	124,445 28	126,497 45	78,642 86	79,268 20
East Mahonoy,	2,193 00	3,176 00	3,201 00	3,200 00	3,331 50
East Pennsylvania,	.....	19,800 00	19,800 00	19,800 00	19,800 00
Ebensburg and Black Lick,	.....	.....	.....	.....	5,535 01
Elmira and Williamsport,	109,117 04	95,951 63	101,926 06	101,622 19	102,085 80
Ellwood Connecting,	.....	.....	.....	64 97	257 75

Ellwood Short Line,	.....	.....	.....	15,000 60	15,891 10
Emporium and Rich Valley,	.....	.....	8,268 23	7,373 48	8,254 77
Erie and Pittsburgh.	957,935 60	920,212 02	758,342 48	642,634 90	796,294 01
Erie and Wyoming Valley,	662,870 93	667,590 58	696,658 85	757,412 11	713,958 33
Fairmont, Morgantown and Pittsburgh,	.....	.....	.....	205,884 24	302,868 80
Falls Brook,	.....	.....	488,330 00	457,884 24	470,869 79
Falls Creek,	7,547 77	5,050 57	5,700 00	9,986 89	9,644 67
Fayette County,	1 50	451 75	807 11	646 89	538 45
Ferney Mountain.	6,300 00	.....	3,600 00	.....	.....
Gettysburg and Harrisburg,	51,696 06	140.186 42	134,230 71	113,342 50	110.711 37
Greenlick,	.....	.....	403 20	135 33	.....
Hanover and New Port,	.....	.....	.....	.....	. 138 19
Hanover and York,	14,095 54	15.435 26	14,455 75	13,032 65	11,123 66
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	34,054 77	39.447 73	41,863 54	41,524 45	42,026 69
Hunter's Run and Slate Belt,	.....	8.104 88	7,968 62	8,565 17	7,068 01
Huntingdon and Broad Top Mountain,	478.427 13	426,857 86	461,585 39	400,267 23	401,891 67
Ironton,	32,683 79	27.528 27	17,023 65	14,872 59	14,019 21
Jamestown and Franklin,	.....	48.117 92	46.064 20	44.616 00	50.332 57
Johnsonburg,	14.025 15	13,811 37	13,803 14	13.033 20	13.853 50
Junction,	166.812 73	135.763 26	161,580 79	165,056 76	228.407 25
Kensington and Tacony,	190 26	12 00	42 75	4 20	222 51
Kinzua Creek and Kane,	18,715 87	19,001 93	19.003 43	21.701 61	13 787 82
Kinzua Valley,	603 43	10.502 96	45,183 82	8.061 91	10,410 70
Kishacoquillas Valley,	.....	.....	.....	9.199 57	8,672 07
Lackawanna and Montrose.	.....	7,690 10	12,977 18	12,923 02	12.460 39
Lancaster, Oxford and Southern.	.....	.....	16,467 55	14,103 70	14,466 38
Lancaster and Reading Narrow Gauge,	.....	.....	.....	.....	24.528 27
Lake Shore and Michigan Southern,	17,680.098 16	19.902,977 72	20,579,554 17	18,752,620 45	17.385.118 65
Lehigh and Lackawanna,	61,005 86	80.379 00	108,797 65	82,767 25	78.304 38
Lehigh and Susquehanna,	2.414,307 13	4.342.161 05	2,610,078 97	2.351.116 99	3,784,127 95
Lehigh Valley.	16,155,820 03	8,335,537 36	2,039.173 84	16.338,542 40	18,836,299 42
Lewisburg and Tyrone,	12.334 15	18,653 84	19,262 20	19,341 30	20.174 21
Ligonier Valley,	37.703 92	36,692 32	40,592 13	33.117 54	35.772 44
Little Saw Mill Run,	47.417 23	53.477 47	48.942 72	45.021 71	33.591 99
Little Schuylkill Navigation,	35.413 22	44,117 24	54,317 08	52.096 13	52,105 74
Littlestown.	2,990 33	940 00	.....	.....	.....
Lykens Valley.	1,726 96	1,910 67	1,998 19	2.176 63	1.770 15
McKeesport and Bessemer,	.....	10,366 00	22,063 34	25,006 00	.....
McKeesport Connecting.	1.655 62	4.452 31	26,624 07	20,572 48	35,631 56
Mahoning Valley.	2.063 65	23.067 57	25.793 75	27,866 53	27.867 08
Mahoning State Line,	.....	.....	.....	.....	750 00

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Mapleton and Rocky Ridge,	.....	.....	$5 14	.....	.....
Mauch Chunk, Summit Hill and Switchback,	.....	$16,347 38	16,266 62	.....	.....
Meadville, Conneaut Lake and Linesville,	$28,682 11	18,773 75	.....	.....	.....
Middletown and Hummelstown,	15,637 81	.....	19,720 12	$15,955 80	$11,561 82
Mifflin and Centre County,	14,023 50	13,796 21	13,664 56	15,409 95	15,853 00
Mill Creek and Mine Hill,	712 21	695 27	640 75	494 60	830 88
Mine Hill and Schuylkill Haven,	21,867 07	22,170 75	36,978 71	35,350 95	35,722 37
Monongahela Connecting,	63,156 24	98,420 71	118,562 72	88,015 33	99,551 63
Monongahela River and Street's Run,	.....	.....	4,035 43	1,947 79	.....
Mont Alto,	57,361 40	39,470 79	33,027 82	29,046 94	26,499 02
Montour,	31,342 63	39,258 28	22,057 02	18,391 27	21,687 60
Montrose,	19,642 56	17,011 20	17,098 83	20,872 68	24,765 83
Mount Carbon and Port Carbon,	2,391 60	3,524 74	2,574 29	4,581 67	3,505 21
Mount Carmel and Natalie,	.....	5,591 48	7,929 31	5,527 77	145,831 17
Mount Jewett, Kinzua and Ritersville,	11,320 17	24,268 00	31,647 95	34,918 27	44,722 14
Mt. Jewett and Smethport,	.....	.....	7,224 35	8,619 41	9,782 31
Mount Penn Gravity,	18,260 09	40,015 48	20,363 65	16,003 82	34,402 07
Mount Pleasant and Broadford,	193 65	527 16	320 32	329 74	2,295 00
Nescopec,	11,062 21	11,310 16	11,750 71	11,626 66	11,312 11
Nesquehoning Valley,	5,346 31	5,511 15	8,518 58	8,378 72	8,518 59
Neversink Mountain,	8,730 92	12,855 36	20,504 92	19,055 48	16,181 09
New Castle and Beaver Valley,	230,773 44	170,105 85	113,801 08	95,477 52	114,295 46
New Castle and Butler,	5,518 03	7,637 19	10,417 86	7,045 80	8,102 29
New Castle and Shenango Valley,	.....	23,132 19	15,629 54	15,035 03	15,000 00
New Haven and Dunbar,	.....	.....	.....	5,729 62	25,535 33
Newport and Sherman's Valley,	.....	4,126 37	25,436 81	21,454 73	28,958 00
New York, Lake Erie and Western,	26,481,930 57	31,199,486 07	30,522,503 95	27,735,197 96	27,447,716 48
New York, Lake Erie and Westeren Coal,	117,611 72	.....	.....	.....	.....
New York, Lackawanna and Western,	90,018 07	93,913 20	108,672 44	.....	
New York, Chicago and St. Louis,	5,797,715 01	6,097,028 99	6,360,155 63	6,099,287 93	5,810,561 54
New York and North Pennsylvania,	10,947 74	11,077 18	10,258 20	.....	9,009 75
New York, Pennsylvania and Ohio,	2,092,568 93	2,198,609 06	2,115,137 02	1,521,317 88	1,418,606 77
New York, Susquehanna and Western,	1,408,352 28	1,433,696 08	1,464,052 41	1,560,330 15	1,864,759 46
Nittany Valley,	11,071 85	15,567 46	8,911 77	11,010 25	11,819 05

North Bend and Kettle Creek,	.....	.....	.....	14,428 49	7,042 14
Northern Central,	6,386,984 37	6,797,928 96	6,623,366 28	5,643,490 20	6,107,7[illegible] 97
North East Pennsylvania,	64,823 96	100,309 52	106,803 82	90,542 72	86,675 28
North Pennsylvania,	522,741 80	504,000 00	504,000 00	504,000 00	504,000 00
North and West Branch,	105,132 42	105,277 04	109,307 91	125,071 94	109,525 41
Ohio and Baltimore Short Line,	45,336 73	80,916 20	53,482 60	46,411 70	58,119 47
Ohio Connecting,	40,896 39	103,069 50	86,496 94	80,640 22	48,760 96
Olean, Oswago and Eastern,	.....	.....	.....	.....	7,660 11
Ontario, Carbondale and Scranton,	78,194 75	78,208 00	78,193 66	.....	78,208 85
Oregon and Texas,	.....	.....	7,551 01	6,176 54	3,643 00
Pennsylvania,	61,829,338 76	64,528,554 97	67,493,141 60	58,186,735 57	58,868,318 50
Pennsylvania Company,	1,476,291 40	1,580,197 68	1,554,860 45	3,473,722 79	1,966,511 79
Pennsylvania, and New York Canal and Railroad,	.....	.....	530,000 00	530,000 00	530,000 00
Pennsylvania, Poughkeepsie and Boston,	438,912 35	451,805 26	361,512 15	131,012 05	113,347 25
Pennsylvania Schuylkill Valley,	394,524 74	404,369 31	412,537 29	400,258 52	401,606 84
Pennsylvania and North Western,	707,727 00	748,902 36	647,636 20	409,384 99	403,172 63
Penn Gas Coal Company's Railroad,	18,207 06	17,895 16	17,846 28	17,933 98	16,887 36
People's,	12,337 61	15,214 40	15,292 76	14,573 91	12,894 21
Perkiomen,	260,551 97	288,807 76	357,296 57	287,094 54	275,211 06
Perry County,	11,149 43	9,016 15	.....	15,699 43	18,039 51
Philadelphia and Baltimore Central,	179,573 73	160,635 69	156,387 26	164,756 84	175,942 90
Philadelphia Belt Line,	.....	.....	.....	18,715 58	19,147 15
Philadelphia and Chester Valley,	61,821 92	71,629 46	71,333 10	71,392 81	66,421 35
Philadelphia and Delaware County,	.....	.....	.....	.....	13,692 67
Philadelphia and Erie,	1,332,668 95	1,261,061 84	1,204,417 37	1,165,217 49	1,229,307 23
Philadelphia and Frankford,	.....	.....	.....	.....	19,024 70
Philadelphia, Germantown and Chestnut Hill,	50,459 56	54,124 07	63,877 04	76,537 74	75,685 80
Philadelphia, Germantown and Norristown,	23,917 33	7,309 38	57,705 05	5,245 60	16,307 38
Philadelphia, Harrisburg and Pittsburgh,	.....	.....	.....	25,000 00	25,000 00
Philadelphia, Newtown and New York,	133,509 62	140,855 25	123,008 77	122,946 56	121,419 31
Philadelphia and Reading,	19,718,304 37	33,133,668 64	43,413,652 26	22,460,027 41	21,838,234 51
Philadelphia and Reading Terminal,	.....	.....	150,000 00	604,085 13	477,053 33
Philadelphia and Trenton,	4,765 50	4,765 50	9,411 05	9,371 69	17,277 01
Philadelphia, Wilmington and Baltimore,	6,211,112 75	7,830,985 34	8,968,889 93	8,305,827 69	8,136,719 09
Pickering Valley,	23,501 00	23,507 63	23,501 55	23,501 00	23,309 00
Pine Creek,	822,819 01	959,480 93	808,534 04	723,935 33	827,033 17
Pittsburgh and Castle Shannon,	98,641 09	129,039 53	128,026 64	100,287 49	126,602 22
Pittsburgh, Chartiers and Youghiogheny,	150,000 42	157,647 77	151,221 60	135,606 70	138,430 05
Pittsburgh, Cincinnati, Chicago and St. Louis,	11,043,309 43	15,263,218 92	15,948,353 30	15,087,339 81	10,930,063 94
Pittsburgh and Connellsville,	3,106,361 46	5,371,891 95	3,615,545 60	3,326,753 57	3,405,183 71
Pittsburgh, Fort Wayne and Chicago,	10,602,357 33	11,799,031 79	10,365,120 17	8,490,698 63	7,275,272 39

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Pittsburgh Junction,	$184,926 44	$206,823 34	$215,170 85	$205,656 07	$251,949 02
Pittsburgh and Lake Erie,	3,342,781 92	3,843,690 72	3,993,504 38	3,086,717 06	3,676,610 26
Pittsburgh, Marion and Chicago,	.....	.....	57,766 28	50,903 59	62,748 51
Pittsburgh, McKeesport and Youghiogheny,	225,000 00	268,135 44	251,253 01	267,235 08	261,940 22
Pittsburgh and Moon Run,	.....	.....	25,556 45	22,121 44	24,096 71
Pittsburgh and Northern,	4,776 06	4,264 20	4,153 06	3,256 82	1,243 01
Pittsburgh, Shenango and Lake Erie,	.....	434,659 58	412,992 82	482,037 70	580,259 88
Pittsburgh, Virginia and Charleston,	186,527 03	222,436 75	234,416 74	239,361 63	276,047 56
Pittsburgh and Western,	1,463,071 11	1,763,101 05	1,835,174 99	1,624,578 90	1,799,605 20
Pittsburgh, Youngstown and Ashtabula,	1,090,697 05	1,560,986 13	1,116,633 54	885,531 97	865,268 17
Pomeroy and Newark,	991 78	944 32	20,495 50	16,698 11	2,505 24
Reading and Columbia,	374,511 48	392,525 21	403,428 40	311,814 24	307,591 13
Reynoldsville and Falls Creek,	.....	74,695 76	155,848 30	86,700 62	65,849 77
Ridgway and Clearfield,	29,096 93	28,529 66	29,569 60	26,936 52	30,984 69
River Front,	9,740 30	9,734 80	9,738 60	11,459 75	19,467 58
Rupert and Bloomsburg,	10,003 71	10,146 98	10,405 43	9,336 90	8,108 63
Saint Marys and Southwestern,	.....	.....	.....	2,962 59	26,033 90
Salisbury,	37,740 65	61,041 77	70,206 21	42,045 01	40,032 68
Schuylkill and Lehigh,	.....	.....	51,000 00	27,000 00	27,000 00
Schuylkill and Lehigh Valley,	.....	.....	.....	100,000 00	100,000 00
Schuylkill River, East Side,	225,000 00	225,000 00	242,038 56	233,391 42	242,281 57
Schuylkill Valley Navigation Railroad,	698 50	696 65	641 96	495 90	818 72
Shade Creek,	722 50	1,304 51	1,728 08	.....	.....
Shamokin, Sunbury and Lewisburg,	.....	110,000 00	110,000 00	110,000 00	110,000 00
Shamokin Valley and Pottsville,	142,608 35	155,949 07	148,108 53	147,615 13	148,001 69
Sharon,	9,114 82	9,226 94	9,173 38	9,142 20	9,160 28
Sharpsville,	36,396 58	39,355 90	32,034 48	26,710 60	31,127 04
Sheffield and Spring Creek,	.....	.....	300 00	300 00	25 00
Sinnemahoning Valley,	115,139,04	167,754 21	171,414 02	.....	.....
Slackwater Connecting,	.....	.....	17,524 23	11,135,60	17,177 90
Slate Run,	23,945 42	24,749 28	15,008 07	13,832 10	14,748 03
Somerset County,	5,596 16	5,302 80	2,179 58	.....	.....
Somerset and Cambria,	163,345 16	286,348 59	161,485 17	142,634 24	140,106 46
South Fork,	.....	438 60	6,730 43	458 67	561 17
South Mountain,	27,160 52	.....	.....	.....	.....

Southwest Pennsylvania,	119,958 36	97,342 94	100,848 24	88,618 29	97,481 82
Southern Pennsylvania Railway and Mining Company,	25,001 36	.....	51,531 57	48,708 69	43,904 78
State Line (Pittsburgh),	11,389 53	28,618 24	17,561 53	.....	.....
State Line and Sullivan,	.....	16,800 00	26,100 00	40,000 00	33,356 74
Stewartstown,	8,643 54	9,448 73	11,087 31	10,352 24	8,619 39
Stony Creek,	58,570 61	58,716 48	57,321 66	60,162 36	60,306 04
Sugar Run,	.....	.....	9,456 67	14,998 96	12,469 35
Sunbury, Hazleton and Wilkes-Barre,	152,336 55	151,278 67	161,253 73	160,007 52	156,402 54
Sunbury and Lewistown,	130,360 03	113,540 24	141,737 29	115,967 56	130,181 12
Susquehanna and Buffalo,	.....	3,910 17	10,829 08	8,276 54	8,316 98
Susquehanna and Clearfield,	14,743 74	14,670 20	14,679 42	15,690 93	19,416 81
Tamaqua, Hazleton and Northern,	.....	17,592 73	41,688 91	11,058 57	1,758 22
Tiadaghton and Fahnestalk,	.....	3,877 04	11,849 48	5,123 94	386 20
Tioga,	231,202 08	245,796 54	323,589 33	218,326 20	208,356 40
Tionesta Valley,	49,777 13	50,802 83	38,614 08	35,351 42	60,118 72
Tionesta Valley and Hickory,	.....	.....	.....	.....	569 42
Tionesta Valley and Salmon Creek,	.....	.....	.....	.....	989 33
Tipton,	7 40	8 00	221 65	220 84	691 90
Trout Run,	3,975 49	3,675 20	.....	.....	.....
Turtle Creek Valley,	.....	421 30	583 39	.....	.....
Tuscarora Valley,	.....	.....	.....	.....	2,580 00
Tyrone and Clearfield,	52,500 00	52,500 00	64,166 66	54,166 67	55,275 33
Ursina and North Fork,	.....	2,013 12	1,912 50	1,801 79	1,870 70
Warren and Farnsworth,	8,710 52	5,563 16	9,380 82	.....	.....
Waynesburg and Washington,	51,953 74	47,494 88	48,325 88	45,868 62	35,718 55
West Chester,	4,162 50	4,854 23	4,716 80	3,750 00	5,660 32
Western Maryland,	785,807 00	902,991 20	651,670 19	995,512 90	1,061,317 18
Western New York and Pennsylvania,	4,135,998 71	4,033,446 15	3,950,055 11	3,482,621 24	3,416,916 31
Western Pennsylvania,	236,724 75	246,608 84	262,928 19	236,024 12	273,588 94
Wheeling, Pittsburgh and Baltimore,	885,021 96	1,474,673 27	894,873 63	780,396 27	832,931 30
Wilcox and Rocky Run,	.....	.....	3,137 08	.....	.....
Wilkes-Barre and Eastern,	.....	.....	.....	155,125 07	412,453 51
Wilkes-Barre and Harvey's Lake,	.....	.....	.....	.....	25,581 40
Wilkes-Barre and Scranton,	23,400 00	23,550 00	25,877 80	26,563 80	.....
Wilkes-Barre and Western,	18,717 25	24,469 78	.....	.....	.....
Williamsport and North Branch,	69,958 24	69,127 37	90,764 64	125,646 27	151,317 51
Williams Valley,	.....	.....	17,456 29	18,656 06	20,698 13
Wilmington and Northern,	403,808 89	393,468 81	459,347 56	398,568 14	440,591 89
York and Peach Bottom,	10,208 34	.....	.....	.....	.....
York Southern,	.....	.....	.....	.....	38,396 71
Total,	$245,461,571 32	$276,748,992 26	$281,114,048 32	$252,530,197 30	$250,098,537 01

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COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

Name of Company.	1890-91.		1891-92.		1892-93.		1893-94.		1894-95.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny and Kinzua,	1	30	1	[illegible]	.....	.....	.....	.....	.....	.....
Allegheny Valley,	[illegible]	[illegible]	[illegible]	77	[illegible]	94	[illegible]	[illegible]	10	65
Altoona and Wappononock,	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Baltimore and Cumberland Valley Extension,	.....	.....	.....	[illegible]	.....	.....	.....	.....	.....	.....
Baltimore and Harrisburg,	1	4	.....	13	1	18	.....	7	1	[illegible]
Baltimore and Lehigh,	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Baltimore and Philadelphia,	.....	.....	.....	.....	.....	.....	.....	.....	[illegible]	9
Bangor and Portland,	.....	1	[illegible]	.....	.....	.....	.....	.....	.....	1
Barclay,	.....	1	1	1	.....	.....	.....	.....	.....	.....
Bear Rock,	.....	.....	.....	.....	6	4	.....	.....	.....	.....
Beaver and Ellwood,	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Beech Creek,	[illegible]	17	6	19	4	33	4	20	11	28
Berlin,	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Bloomsburg and Sullivan,	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Bradford, Bordell and Kinzua,	.....	5	1	[illegible]	.....	.....	.....	[illegible]	.....	[illegible]
Brownstone and Middletown,	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Buffalo, Rochester and Pittsburg,	39	249	12	327	[illegible]	192	18	311	30	308
Buffalo and Susquehanna,	.....	.....	.....	.....	.....	.....	.....	.....	1	31
Catasauqua and Fogelsville,	.....	.....	1	.....	1	[illegible]	.....	[illegible]	.....	.....
Central Railroad Company of Pennsylvania,	.....	.....	.....	.....	.....	.....	1	.....	.....	[illegible]
Chartiers,	1	14	[illegible]	32	5	33	[illegible]	14	[illegible]	11
Chester and Delaware River,	.....	.....	.....	.....	1	18	1	[illegible]	1	6
Clarion River,	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Cleveland and Pittsburgh,	1	5	[illegible]	[illegible]	[illegible]	97	[illegible]	[illegible]	[illegible]	98
Corning, Cowanesque and Antrim,	[illegible]	[illegible]	[illegible]	[illegible]	.....	.....	.....	.....	.....	.....
Cornwall,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwall and Lebanon,	1	5	.....	[illegible]	.....	5	.....	[illegible]	1	[illegible]
Confluence and Oakland,	.....	.....	.....	.....	.....	1	.....	.....	.....	1

Cresson and Irvona,	1	2									
Cumberland Valley,	4	10	4	2	4	3	4	7	4	11	
Delaware and Hudson Canal Company's Railroad,	23	57	18	83	30	109	31	77	22	72	
Delaware, Lackawanna and Western,	18	33	34	50	46	46	39	38	33	29	
Delaware, Susquehanna and Schuylkill,		15	2	24	1	28	1	18	1	2	
Dunkirk, Allegheny Valley and Pittsburgh,	4	18	2	13	1	23	1	12		7	
East Broad Top,		1						3	2		
Emporium and Rich Valley,						1				2	
Erie and Pittsburgh,	7	19	2	27	3	34	2	11	6	21	
Fairmont, Morgantown and Pittsburgh,								5		8	
Falls Brook,					3	21	1	17	3	26	
Falls Creek,		1									
Gettysburg and Harrisburg,					1	14		1	2	7	
Huntingdon and Broad Top Mountain,	3	9	1	7	3	10	3	13	1	16	
Junction,	2	1			6	18	1	3	3	4	
Kinzua Creek and Kane,	1		2			2			1	1	
Kinzua Valley,										4	
Lackawanna and Montrose,								1	2		
Lake Shore and Michigan Southern,	9	18	10	12	19	13	21	19	125	238	
Lehigh and Lackawanna,				3	1				2		
Lehigh and Susquehanna,			25	74	34	93	38	71	22	85	
Lehigh Valley,	84	142	35	66			100	323	127	292	
Ligonier Valley,			1						2		
Little Saw Mill Run,									1		
Mahoning Valley,		1									
McKeesport Connecting,								1	1	6	
Middletown and Hummelstown,						1	2	2		3	
Monongahela Connecting,	2	2	1	5	2	4	3		1	1	
Monongahela River and Street's Run,			1			1					
Montrose,										3	
Mount Jewett, Kinzua and Ritersville,		1					1	5	1	1	
Mt. Jewett and Smethport,								1			
Mount Penn Gravity,	4	14	1	4			1	5			
Mount Pleasant and Broadford,						2			1	4	
Neversink Mountain,				1							
New Castle and Beaver Valley,	2	6	1	9	1	18	3	18		24	
Newport and Sherman's Valley,				3			1				
New York, Lake Erie and Western,	31	221	16	135	17	205	17	88	14	93	
New York, Lake Erie and Western Coal,	1	2									
New York, Chicago and St. Louis,	6	16	4	22	3	37	1	20	33	477	
New York, Pennsylvania and Ohio,	19	71									

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1890–91.		1891–92.		1892–93.		1893–94.		1894–95.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
New York, Susquehanna and Western,	.....	.....	4	10	5	27	10	20	11	13
North Bend and Kettle Creek,	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Northern Central,	39	274	25	290	40	367	20	145	12	105
North East Pennsylvania,	.....	.....	.....	.....	.....	6	.....	4	.....	2
Ohio and Baltimore Short Line,	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Ohio Connecting,	.....	.....	.....	1	.....	4	.....	.....	.....	.....
Pennsylvania,	492	3,528	520	3,995	626	4,349	469	3,305	489	3,948
Pennsylvania, Poughkeepsie and Boston,	4	2	1	6	5	10	.....	.....	.....	4
Pennsylvania and North Western,	12	32	6	26	7	21	.....	18	1	10
Perkiomen,	1	2	3	10	.....	5	.....	2	.....	2
Philadelphia and Chester Valley,	.....	.....	.....	.....	.....	2	.....	5	.....	3
Philadelphia, Newtown and New York,	.....	1	.....	4	.....	2	2	3	.....	.....
Philadelphia and Reading,	188	281	249	434	305	1,272	188	999	188	1,292
Philadelphia, Wilmington and Baltimore,	60	235	85	341	104	328	67	190	64	225
Pine Creek,	4	15	2	22	3	13	2	11	2	17
Pittsburgh and Castle Shannon,	.....	1	1	.....	1	2	.....	4	.....	2
Pittsburgh, Chartiers and Youghiogheny,	.....	5	2	8	3	3	3	11	.....	7
Pittsburgh, Cincinnati, Chicago and St. Louis,	108	1,080	205	1,731	160	1,824	120	1,591	123	1,687
Pittsburgh and Connellsville,	52	53	48	120	61	343	33	244	50	429
Pittsburgh, Fort Wayne and Chicago,	27	293	30	324	122	846	93	588	56	430
Pittsburgh Junction,	.....	.....	1	18	2	23	3	12	4	13
Pittsburgh and Lake Erie,	48	112	34	129	44	76	1	68	26	53
Pittsburgh and Northern,	1	1	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	.....	.....	2	12	11	13	3	16	.....	27
Pittsburgh and Western,	51	143	12	41	8	38	4	35	4	43
Pittsburgh, Youngstown and Ashtabula,	1	4	2	14	6	71	5	34	8	65
Reading and Columbia,	2	7	3	7	5	7	.....	3	.....	11
Reynoldsville and Falls Creek,	.....	.....	1	4	.....	1	.....	.....	.....	.....

Rupert and Bloomsburg,									4	1	2			3
Salisbury,														1
Schuylkill River, East Side,														16
Sharpsville,		1	1											
Slackwater Connecting,							1							
Slate Run,		1	1			1			3					
Somerset County,				1		1								
Somerset and Cambria,		1	1					2	7	1	3			
State Line,									1					
Stony Creek,							1			1	2			
Sugar Run,								1	3					
Tamaqua, Hazleton and Northern,									1		1			
Tiadaghton and Fahnestalk,							1							
Tioga,		1	20	2		16			6	1	13	1		3
Tionesta Valley,														1
Tionest Valley and Hickory,												1		
Waynesburg and Washington,			1			1								
Western Maryland,		3	12	8		13		11	17	6	29		3	14
Western New York and Pennsylvania,		21	72	11		159		11	202	30	129	20		82
Wheeling, Pittsburgh and Baltimore,		11	12	5		12		6	22	11	19	9		24
Wilkes-Barre and Eastern,												2		2
Williamsport and North Branch,			3	1		1			5	2	6			
Williams Valley,													1	
Wilmington and Northern,		5	10			8		2	12	3	19	1		13
York Southern,									1			1		
Total,		1,372	7,259	1,489		8,820		1,828	11,122	1,419	8,669	1,583		10,607

TABULATED RESULTS

COMPILED FROM

Reports of Passenger Railway Companies.

TABLE A.—STOCK AND DEBT.

Name of Company.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount paid in of capital stock.	Total amount of floating and funded debt.	Rate per cent. on funded debt.
Allentown,	$200,000 00	$200,000 00	$200,000 00	$200,000 00	6
Allentown and Bethlehem Rapid Transit,	1,400,000 00	1,400,000 00	1,400,000 00	700,000 00	6
Allentown and Lehigh Valley Traction,	4,000,000 00	1,500,000 00	.....	2,122,266 82	5
Allegheny Traction,	500,000 00	500,000 00	500,000 00	916,143 91	.....
Altoona and Logan Valley Electric,	500,000 00	500,000 00	370,350 00	538,557 09	5
Ashland, Locust Dale and Centralia,*	60,000 00	60,000 00	60,000 00	.....	.....
Aspinwall,*	12,000 00	12,000 00	.....	52,225 23	.....
Beaver Valley,	60,000 00	60,000 00	.....	.....	.....
Beaver Valley Traction,	300,000 00	300,000 00	300,000 00	235,458 47	6
Bellefield,*	12,000 00	.....	.....	.....	.....
Bethlehem and Allentown,	100,000 00	100,000 00	100,000 00	100,000 00	6
Bethlehem and South Bethlehem,	200,000 00	200,000 00	200,000 00	200,000 00	6
Blakely and Dickson Traction,	36,000 00	36,000 00	36,000 00	.....	.....
Bloomfield,*	250,000 00	.....	.....	250,000 00	5
Bradford and Kendall,	12,000 00	12,000 00	12,000 00	.....	.....
Carbondale Traction,*	150,000 00	.....	.....	200,000 00	6
Carbon County,	60,000 00	60,000 00	.....	56,640 50	6
Catasauqua and Northern,	50,000 00	.....	.....	.....	.....
Catharine and Bainbridge,*	150,000 00	150,000 00	150,000 00	150,000 00	5
Central Electric,	60,000 00	60,000 00	.....	.....	.....
Central Traction,	1,500,000 00	1,500,000 00	898,892 50	500,000 00	5 and 6
Centennial,*	15,000 00	15,000 00	1,500 00	11,269 34	.....
Chelten Avenue,	78,000 00	39,000 00	3,900 00	93,756 54	.....
Chestnut Hill and Norristown,*	48,000 00	16,000 00	1,600 00	152,048 96	.....
Chester,*	150,000 00	150,000 00	150,000 00	.....	.....
Chester, Darby and Philadelphia,*	125,000 00	100,000 00	100,000 00	125,000 00	5

Chester and Media,*	100,000 00	100,000 00	100,000 00	100,000 00	5
Chester Traction,	30,000,000 00	500,000 00	500,000 00	279,951 71	5
Citizens', Harrisburg,	250,000 00	235,000 00	235,000 00	130,000 00	6
Citizens', Norristown,*	80,000 00	79,520 00	79,520 00	85,000 00	5
Citizens', Philadelphia,	500,000 00	.....	192,500 00	.....	.....
Citizens', Pittsburgh,*	200,000 00	200,000 00	200,000 00	.....	.....
Citizens' Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,505,000 00	5
City, Altoona,	200,000 00	200,000 00	200,000 00	62,668 50	5
Coalville,*	63,000 00	63,000 00	61,575 00	12,000 00	6
College and Grand View,	15,000 00	15,000 00	15,000 00	.....	.....
Connellsville, New Haven and Leisenring,	100,000 00	70,000 00	70,000 00	45,998 90	5
Conshohocken,*	250,000 00	145,900 00	145,900 00	106,261 03	.....
Continental,*	1,000,000 00	1,000,000 00	580,000 00	350,000 00	6
Delaware County and Philadelphia Electric,	500,000 00	300,000 00	243 000 00	64,000 00	6
DuBois Traction,	50,000 00	50,000 00	50,000 00	58,398 78	6
Duquesne Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,500,000 00	5
East End,	50,000 00	18,000 00	18,000 00	19,000 00	6
East Harrisburg,	1,000,000 00	700,000 00	700,000 00	89,000 00	.....
East Reading Electric,*	100,000 00	100,000 00	100,000 00	4,245 64	.....
Easton and Bethlehem Transit,*	125,000 00	125,000 00	125,000 00	60,210 01	6
Easton Transit,	300,000 00	300,000 00	300,000 00	392,723 54	5
Electric Traction,	8,750,000 00	7,619,800 00	7,619,800 00	301,110 00	5 and 7
Empire,*	600,000 00	.....	.....	200,000 00	7
Erie City, Empire,	100,000 00	100,000 00	100 000 00	25,000 00	6
Erie Electric Motor,	700,000 00	700,000 00	700,000 00	474,441 75	6
Federal Street and Pleasant Valley,	1,400,000 00	1,400,000 00	1,400,000 00	1,329,207 95	5 and 6
Fort Pitt Incline Plane,	60,000 00	60,000 00	60,000 00	31,875 09	6
Frankford and Southwark,*	1,875,000 00	1,875,000 00	1,875,000 00	.....	.....
Franklin Electric,	24,000 00	8,000 00	8,000 00	35,000 00	.....
Germantown,*	1,500,000 00	1,500,000 00	572,800 00	227,500 00	5
Gettysburg Electric,	100,000 00	100,000 00	100,000 00	210,000 00	6
Girard Avenue,*	9,000 00	5,000 00	500 00	.....	.....
Green and Coates Streets,*	500,000 00	500,000 00	150,000 00	100,000 00	6
Greensburg and Hempfield Electric,	60,000 00	59,250 00	59,250 00	68,701 80	6
Hanover and McSherrytown,	30,000 00	30,000 00	30,000 00	6,650 00	.....
Harrisburg City,*	.....	125,000 00	125,000 00	.....	.....
Harrisburg and Mechanicsburg,	225,000 00	112,500 00	112,500 00	130,500 00	6
Hestonville, Mantua and Fairmount,	2,500,000 00	2,500,000 00	833,281 36	1,250,000 00	6
Homestead and Highland Street,	200,000 00	200,000 00	100,000 00	193,286 85	6
Johnstown,	250,000 00	250,000 00	210,200 00	324,061 92	6
Kessler Street Connecting,*	5,000 00	5,000 00	5,000 00	.....	.....

TABLE A.—STOCK AND DEBT—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount paid in of capital stock.	Total amount of floating and funded debt.	Rate per cent. on funded debt.
Lackawanna Valley Rapid Transit,	$60,000 00	$60,000 00	$25,000 00	$400,000 00	6
Lackawanna,*	800,000 00	.....	.....	.....	.....
Lancaster and Columbia,*	50,000 00	37,500 00	37,500 00	225,000 00	.....
Lebanon and Myerstown,*	100,000 00	76,500 00	76,500 00	3,000 00	.....
Lebanon and Anville,	100,000 00	100,000 00	100,000 00	102,000 00	5
Lehigh Avenue,	1,000,000 00	600,000 00	600,000 00	.....	.....
Lehigh Traction,	1,000,000 00	1,000,000 00	1,000,000 00	763,484 81	5
Lehigh Valley Traction,	75,000 00	.....	.....	.....	.....
Lock Haven Electric,	100,000 00	100,000 00	.....	26,286 67	.....
Lock Haven Traction,	300,000 00	300,000 00	.....	150,000 00	6
Manayunk and Roxboro' Incline,	200,000 00	67,475 00	67,475 00	113,853 12	6
Mahanoy City, Shenandoah, Girardsville and Ashland,*	300,000 00	300,000 00	300,000 00	.....	.....
McKeesport, Duquesne and Wilmerding,	350,000 00	350,000 00	350,000 00	284,637 68	6
Marshall Street,*	250,000 00	250,000 00	25,000 00	.....	.....
McKeesport and Reynoldton,*	300,000 00	267,500 00	267,500 00	200,000 00	.....
Middletown, Highspire and Steelton,*	100,000 00	100,000 00	100,000 00	.....	.....
Millvale,	15,000 00	15,000 00	4,513 23	2,156 24	.....
Millvale, Etna and Sharpsville,*	750,000 00	750,000 00	750,000 00	750,000 00	5
Monongahela Inclined Plane,	200,000 00	200,000 00	200,000 00	33,000 00	5
Mount Oliver Incline,*	100,000 00	100,000 00	100,000 00	44,500 00	6
Nanticoke,*	6,000 00	2,000 00	200 00	.....	.....
New Castle Electric,	40,000 00	40,000 00	40,000 00	24,748 01	.....
Norristown,*	75,000 00	75,000 00	75,000 00	84,137 64	6
North End,	300,000 00	25,000 00	12,936 00	31,000 00	5
Northern,*	30,000 00	15,000 00	1,500 00	20,280 62	.....
Oil City,	72,000 00	72,000 00	48,100 00	25,045 29	6

Pennsylvania Traction,	9,900,000 00			2,058,517 87	5
Penn,*	500,000 00	500,000 00		250,000 00	5
Pennsylvania Motor Company,*	120,000 00	120,000 00	120,000 00	88,081 16	6
People's, Philadelphia,	2,250,000 00	2,250,000 00	740,900 50	750,000 00	5 and 7
People's, Beaver Falls,	150,000 00	150,000 00	150,000 00	50,000 00	6
People's, Luzerne County,*	600,000 00	600,000 00	600,000 00	300,000 00	6
Philadelphia, Cheltenham and Jenkintown,*	60,000 00	60,000 00	6,000 00	26,105 60	
Philadelphia City,*	1,000,000 00	1,000,000 00	475,000 00	300,000 00	5
Philadelphia and Darby,*	200,000 00	200,000 00	200,000 00	100,000 00	4
Philadelphia and Gray's Ferry,*	1,000,000 00	309,250 00	309,250 00		
Philadelphia Traction,	30,000,000 00	20,000,000 00	15,000,000 00	1,053,000 00	4
Pittsburgh, Allegheny and Manchester,*	350,000 00	350,000 00	350,000 00		
Pittsburgh, Allegheny and Manchester Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,833,047 94	5
Pittsburgh and Birmingham Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,500,000 00	5
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	7,000 00	6
Pittsburgh Traction,	2,500,000 00	2,500,000 00	1,900,000 00	1,206,074 33	5
Pittsburgh Incline Plane,*	150,000 00	150,000 00	150,000 00	250,000 00	6
Pittsburgh Union,*	100,000 00	100,000 00	82,755 00	100,000 00	5
Pittsburgh and West End,	1,500,000 00	1,500,000 00	1,500,000 00	550,000 00	5
Pittsburg, Neville Island and Coraopolis,	50,000 00	115,200 00	89,645 00	118,156 16	6
Pittston,*	200,000 00			200,000 00	6
Pittston, Moosic and Pleasant Valley,*	42,000 00	14,000 00	1,400 00		
Plymouth,*	12,000 00	4,000 00	400 00		
Pottstown,	100,000 00	60,000 00	60,000 00	97,191 06	5
Punxsutawney,	18,000 00	18,000 00	18,000 00	14,000 00	6
Reading Traction,	5,000,000 00	1,000,000 00	1,000,000 00	452,000 00	6
Reading and Temple Electric.*	75,000 00	75,000 00	30,000 00	49,000 00	5
Reading City,*	400,000 00	350,000 00	350,000 00	112,000 00	5
Reading and South Western,	130,600 00	130,000 00	130,000 00	27,500 00	
Ridge Avenue,*	750,000 00	420,000 00			
Ridge Avenue Connecting,	6,000 00	6,000 00	600 00		
Ringing Rocks,	100,000 00	50,000 00	50,000 00	52,500 00	6
Saint Clair Incline,	150,000 00	150,000 00	150,000 00	75,000 00	6
Schuylkill Electric,	150,000 00	150,000 00	150,000 00	500,000 00	6
Schuylkill Traction,	1,000,000 00	1,000,000 00	1,000,000 00	500,000 00	5
Schuylkill Valley Traction,	250,000 00	250,000 00	250,000 00	26,118 56	
Schuylkill River,*	500,000 00	500,000 00	50,000 00		
Scranton,*	100,000 00	50,000 00	50,000 00	100,000 00	6
Scranton Suburban,*	200,000 00	100,000 00	100,000 00	200,000 00	6
Scranton and Carbondale Traction,*	2,000,000 00	500,000 00	500,000 00	150,000 00	6
Scranton Traction,	2,000,000 00	2,000,000 00	2,000,000 00	1,278,911 93	6

TABLE A.—STOCK AND DEBT—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount paid in of capital stock.	Total amount of floating and funded debt.	Rate per cent. on funded debt.
Second Avenue Traction,*	$1,000,000 00	$900,000 00	$900,000 00	$500,000 00	5
Second Avenue Traction of Pittsburgh,	5,000,000 00	5,000,000 00	5,000,000 00	1,951,000 00	5
Second and Third Streets,*	1,060,200 00	.....	.....	.....	.....
Seventeenth and Nineteenth Streets,*	500,000 00	500,000 00	250,000 00	100,000 00	5
Shamokin,	80,000 00	53,400 00	53,400 00	36,160 00	5
Shamokin and Mount Carmel,	100,000 00	500,000 00	220,000 00	450,517 67	6
South Side, Pittsburgh,*	65,000 00	65,000 00	40,550 00	19,000 00	5
South Side, Williamsport,*	25,000 00	25,000 00	25,000 00	25,000 00	6
Stroudsburg,	25,600 00	46,400 00	.....	.....	.....
Sunbury and Northumberland,	125,000 00	.....	.....	50,136 91	.....
Tarentum Traction,	100,000 00	50,000 00	50,000 00	66,411 75	.....
Tamaqua and Pottsville Electric,*	120,000 00	.....	84,000 00	60,000 00	6
Thirteenth and Fifteenth Streets,	1,000,000 00	1,000,000 00	534,529 44	590,000 00	5 and 7
Troy Hill Incline Plane and Bridge Company,	200,000 00	200,000 00	200,000 00	105,000 00	6
Twenty-second Street and Allegheny Avenue., Philadelphia,*	500,000 00	250,000 00	250,000 00	.....	.....
Union, Philadelphia,*	1,500,000 00	1,500,000 00	925,000 00	750,000 00	5
Union, Chester, Pa.,*	100,000 00	100,000 00	100,000 00	200,000 00	5
Uniontown,	50,000 00	50,000 00	50,000 00	51,380 00	5
Valley (Scranton),*	400,000 00	400,000 00	220,000 00	186,000 00	6
Valley Street (Beaver Falls),	150,000 00	150,000 00	.....	75,000 00	6
Vallamont Traction,	200,000 00	101,700 00	101,700 00	101,000 00	6
Versailles Traction,	18,000 00	18,000 00	9,000 00	55,649 30	.....
Walnut Street,*	50,000 00	50,000 00	5,000 00	.....	.....
Warren,	25,000 00	25,000 00	17,500 00	15,756 10	6
Washington Electric,	60,000 00	60,000 00	60,000 00	.....	.....
Waverly, Sayre and Athens Traction,	200,000 00	111,500 00	17,600 00	268,600 00	6

West Chester,	60,000 00	60,000 00	.....	50,400 00		5
West Philadelphia,*	750,000 00	750,000 00	750,000 00	936,000 00	.....	.....
West Pittston and Wyoming,*	30,000 00	10,000 00	1,000 00	.....	.....	.....
Williamsport,	600,000 00	258,500 00	258,500 00	150,986 00		6
Wilkes-Barre and Kingston,*	100,000 00	.....	100,000 00	90,000 00		6
Wilkes-Barre and Suburban,*	100,000 00	100,000 00	100,000 00	40,000 00		5
Wilkes-Barre and West Side,*	100,000 00	100,000 00	100,000 00	35,000 00		5
Wilkes-Barre and Wyoming Valley Traction,	5,000,000 00	5,000,000 00	5,000,000 00	1,950,987 82		5
Wissahicken,	250,000 00	197,750 00	118,650 00	29,000 00	.....	.....
York,	200,000 00	165,300 00	.....	110,000 00	.....	.....

TABLE B.—COST AND MILEAGE.

Name of Company.	Cost for construction of road.	Cost for equipment.	Total cost of road and equipment.	Value of real estate held exclusive of roadway.	Length of road.
Allentown and Lehigh Valley Traction,	.....	.....	$3,593,075 14	$100,000 00	31.94
Allegheny Traction,	$667,758 08	$75,376 11	743,132 19	12,500 00	18.50
Altoona and Logan Valley Electric,	.....	.....	573,130 72	65,000 00	15.78
Ashland, Locust Dale and Centralia,	60,000 00	.....	60,000 00	.....	.....
Aspinwall	52,225 23	.....	52,225 23	.....	.....
Beaver Valley Traction,	.....	.....	556,087 83	40,000 00	7
Bellefield,	8,129 15	.....	8,129 15	.....	.....
Bloomfield,*	86,977 26	.....	86,977 26	.....	.....
Bradford and Kendall,	.....	.....	.....	.....	1.50
Carbondale Traction,	.....	.....	400,000 00	.....	.....
Carbon County,	60,672 69	32,408 59	93,081 28	1,672 93	3
Catharine and Bainbridge,	724,543 64	57,763 60	782,307 24	.....	.....
Central Traction,	1,323,697 75	.....	1,323,697 75	92,313 87	8.44
Centennial,	12,699 84	.....	12,699 84	.....	.....
Chelten Avenue,	62,925 60	9,193 54	72,119 14	.....	.....
Chestnut Hill and Norristown,	127,084 83	26,177 43	153,262 26	153,262 26	4.58
Chester Traction,	.....	.....	.....	75,000 00	28.04
Citizens', Harrisburg,	251,650 73	113,349 27	365,000 00	7,475 00	15
Citizens', Norristown,	163,583 08	.....	163,583 08	.....	.....
Citizens', Philadelphia,*	136,704 88	181,632 48	318,337 36	.....	.....
Citizens', Pittsburgh,	.....	.....	164,209 54	.....	.....
Citizens' Traction,	1,913,587 57	190,661 64	2,104,249 21	309,777 00	27
City, Altoona,	.....	.....	272,590 65	10,000 00	6
Coalville,	.....	.....	63,575 00	.....	.....
College and Grand View,	10,888 00	5,112 00	16,000 00	.....	1.33
Connellsville, New Haven and Leisenring,	72,979 52	38,716 15	111,6 5 67	5,247 59	4.50
Conshohocken,	.....	.....	252,082 94	.....	.....

Continental,	160,008 76	103,644,89	263,653 65	.....	.....
Delaware County and Philadelphia Electric,	.....	.....	306,359 13	.....	10
DuBois Traction,	28,701 16	25,795 10	54,496 26	2,000 00	2.25
Duquesne Traction,	1,197,087 48	453,203 48	1,650,290 96	82,500 00	33.30
East End,	25,516 11	6,616 03	32,132 14	499 49	2.50
East Harrisburg,	484,644 95	302,092 45	786,737 40	50,987 12	29.80
East Reading Electric,	53,636 23	47,682 65	101,318 88	.....	.....
Easton and Bethlehem Transit,	177,795 88	7,414 13	185,210 01	.....	.....
Easton Transit,	601,974 31	76,958 24	678,932 55	24,585 74	8.75
Electric Traction,	6,798,872 96	.....	6,798,872 96	.....	130
Empire,	.....	.....	928,861 66	.....	.....
Erie City, Empire,	125,000 00	.....	125,000 00	.....	.....
Erie Electric Motor,	474,413 20	302,640 43	782,053 53	73,693 90	20.50
Federal Street and Pleasant Valley,	1,219,919 59	521,746 95	1,741,666 54	.....	23.90
Frankford and Southwark,	1,224,241 19	582,560 40	1,806,801 59	.....	.....
Franklin Electric,	35,611 00	40,000 00	75,611 00	1,300 00	2.00
Germantown,	.....	.....	950,782 56	.....	.....
Gettysburg Electric,	147,457 68	86,019 95	233,477 63	30,000 00	8.50
Green and Coates Streets,	.....	.....	258,181 43	.....	.....
Greensburg and Hempfield Electric,	.....	.....	.....	15,000 00	2.50
Hanover and McSherrytown,	26,273 18	8,237 00	34,510 18	.....	3.00
Harrisburg City,	94,743 07	72,220 86	166,963 93	.....	.....
Harrisburg and Mechanicsburg,	243,650 00	2,000 00	245,650 00	.....	4
Hestonville, Mantua and Fairmount,	1,279,437 01	432,262 35	1,711,699 26	437,249 72	17.83
Homestead and Highland Street,	149,441 18	79,633 15	229,074 53	.....	3
Johnstown,	460,224 02	74,421 53	534,645 55	.....	9
Kessler Street Connecting,	7,700 31	.....	7,700 31	.....	.....
Lackawanna Valley Rapid Transit,	.....	.....	.....	.....	18
Lancaster and Columbia,	.....	.....	262,500 00	.....	.....
Lebanon and Myerstown,	70,588 15	8,124 98	78,713 13	.....	.....
Lebanon and Anville,	152,591 13	47,851 00	200,442 13	7,243 27	13
Lehigh Avenue,	439,588 21	19,435 64	459,023 85	70,000 00	6
Lehigh Traction,	.....	.....	741,713 63	173,881 12	23
Lock Haven Electric,	95,396 67	30,890 00	126,286 67	.....	.....
Lock Haven Traction,	.....	.....	.....	10,000 00	4.50
Manayunk and Roxboro' Incline,	.....	.....	214,459 85	.....	5.50
Mahanoy City, Shenandoah, Girardsville and Ashland,	.....	.....	300,000 00	.....	.....
Marshall Street,	53,655 31	.....	53,655 31	.....	.....
McKeesport, Duquesne and Wilmerding,	.....	.....	610,283 70	5,000 00	12.50
Middletown, Highspire and Steelton,	.....	.....	82,537 21	.....	.....
Millvale,	1,192 59	3,334 69	4,527 28	.....	2

TABLE B.—COST AND MILEAGE—CONTINUED.

NAME OF COMPANY.	Cost for construction of road.	Cost for equipment.	Total cost of road and equipment.	Value of real estate held exclusive of roadway.	Length of road.
Monongahela Inclined Plane,	.....	.....	$240,000 00	$3,500 00	.....
Mount Oliver Incline,	$91,899 52	.....	91,899 52	.....	.....
Nanticoke,*	.....	.....	200 00	.....	.....
New Castle Electric,	42,364 39	$17,439 72	59,804 11	2,676 91	3
Norristown,	.....	.....	159,137 64	.....	.....
North End,	.....	.....	44,000 00	.....	.....
Northern,	18,346 26	3,496 98	21,843 24	.....	.....
Oil City,	44,804 45	17,341 74	62,146 19	.....	3
Pennsylvania Traction,	.....	.....	11,941,149 63	30,000 00	59
Penn,	234,694 91	.....	234,694 91	.....	.....
Pennsylvania Motor Company,	190,081 16	18,000 00	208,081 16	.....	.....
People's, Philadelphia,	.....	.....	678,790 36	10,000 00	79.43
People's, Beaver Falls,	124,332 25	87,017 15	211,349 40	2,503 00	3.70
People's, Luzerne County,	637,506 95	116,334 82	753,841 77	.....	.....
Philadelphia City,	650,748 38	225,094 50	875,842 88	.....	.....
Philadelphia and Gray's Ferry,	.....	.....	249,514 40	.....	.....
Philadelphia Traction,	.....	.....	.....	.....	203
Pittsburgh, Allegheny and Manchester Traction,	1,032,449 75	509,287 56	1,541,737 31	47,540 00	19.01
Pittsburgh and Birmingham Traction,	.....	.....	1,638,887 73	75,800 00	17
Pittsburgh, Oakland and East Liberty,	129,349 10	60,758 73	190,107 83	.....	.....
Pittsburgh Traction,	1,287,869 35	202,518 95	1,490,388 30	243,563 80	.....
Pittsburgh Incline Plane,	.....	.....	400,000 00	.....	.....
Pittsburgh and West End,	525,399 94	153,609 89	679,009 83	83,107 67	15.69
Pittsburg, Neville Island and Coraopolis,	169,036 13	13,213 20	182,249 33	9,450 00	8.75
Pittston,	.....	.....	400,000 00	.....	.....
Pittston, Moosic and Pleasant Valley,	.....	.....	1,400 00	.....	.....

Plymouth,			400 00		
Pottstown,				58,640 76	6
Punxsutawney,					1.50
Reading Traction,	227,703 10	207,923 95	435,627 05	8,269 50	31
Reading and Temple Electric,	67,619 44	11,160 00	78,779 44		
Reading City,	435,643 17	56,110 00	491,753 17		
Reading and South Western,			159,785 11	10,878 19	5.50
Ridge Avenue,			584,811 00		
Ridge Avenue Connecting,			237 00		
Ringing Rocks,	30,592 33	23,876 23	54,368 56		3.70
Saint Clair Incline,			225,000 00	4,000 00	.40
Schuylkill Electric,				150,000 00	18,00
Schuylkill Traction,					22.50
Schuylkill Valley Traction,			45,483 65		17
Schuylkill River,			47,463 54		
Scranton,			150,000 00		
Scranton Suburban,			300,000 00		
Scranton and Carbondale Traction,			650,000 00		
Scranton Traction,	2,905,693 96	208,041 74	3,113,735 70		40
Second Avenue Traction of Pittsburgh,				40,000 00	55
Second and Third Streets,			1,030,613 47		
Seventeenth and Nineteenth Streets,	162,024 66	39,928 50	201,953 16		
Shamokin,	90,612 19	4,121 07	94,733 26	6,500 00	3
Shamokin and Mount Carmel,			660,000 00	100,000 00	
South Side, Pittsburgh,	51,384 06	30,467 07	81,851 13		
Stroudsburg,	36,950 00	9,450 00	46,400 00	2,500 00	2
Sunbury and Northumberland,	120,000 00	35,126 87	155,126 87	2,000 00	3.90
Tarentum Traction,	93,836 47	17,465 23	111,301 70	1,250 00	4.50
Tamaqua and Pottsville Electric,			144,000 00		
Thirteenth and Fifteenth Streets,			739,435 54		
Troy Hill Incline Plane and Bridge Company,	192,424 81	94,047 13	286,471 94		
Twenty-second Street and Allegheny Avenue, Philadelphia,			292,639 33		
Union, Philadelphia,	4,241,901 35	475,606 22	4,717,507 57		
Uniontown,	38,000 00	60,000 00	98,000 00	8,000 00	2.55
Valley (Scranton),			393,928 20		
Valley Street (Mercer Falls),			225,000 00	475 00	4.15
Vallamont Traction,			252,844 87		3.60
Versailles Traction,	31,106 98	15,016 15	46,123 13	3,600 00	4
Walnut Street,			11,678 45		
Warren,	21,502 05	11,175 00	32,677 05		3
Washington Electric,	44,402 93	20,870 48	65,172 41		

TABLE B.—COST AND MILEAGE—CONTINUED.

Name of Company.	Cost for construction of road.	Cost for equipment.	Total cost of road and equipment.	Value of real estate held exclusive of roadway.	Length of road.
Waverly, Sayre and Athens Traction,	.....	.....	$39,500 00	$10,000 00	9
West Chester,	$94,536 64	$23,010 17	117,546 81	.....	6
West Philadelphia,	.....	.....	1,959,844 67	.....	.....
West Pittston and Wyoming,	.....	.....	1,000 00	.....	.....
Williamsport,	358,898 09	63,116 80	422,014 89	8,026 82	7.75
Wilkes-Barre and Kingston,	.....	.....	190,000 00	.....	.....
Wilkes-Barre and Suburban,	.....	.....	140,000 00	.....	.....
Wilkes-Barre and West Side,	.....	.....	100,000 00	.....	.....
Wilkes-Barre and Wyoming Valley Traction,	.....	.....	6,574,898 99	154,000 00	61.79
Wissahicken,	104,367 31	38,819 45	143,186 76	9,750 00	3
York,	158,892 79	82,711 00	241,603 79	29,284 22	11

TABLE C.—CHARACTERISTICS OF ROAD.

Name of Company.	No. car houses, shops and stables.	No. of depots.	No. of first class passenger cars.	Average value of each car.	No. second class passenger cars.	Average value of each car.	No. of passengers that may be seated in each car.	No. of cars propelled by cable.	No. of cars propelled by electricity.	No. of cars propelled by horses and mules.	No. of horses and mules owned by the company.	Average value of each, including harness.	Average of speed by cars (miles per hour).	No. of trips each day.	No. of miles run each day.
Allentown and Lehigh Valley Traction,	2	5	90	$800	.....	.....	35	.....	90	.....	2	$200	10	.....	$4,500
Allegheny Traction,	1	.....	10	2,000	3	400	18	.....	11	.....	8	125	8	275	2,800
Altoona and Logans Valley Electric,	2	1	33	2,000	.....	.....	32	.....	33	.....	.....	.....	12	100	1,300
Beaver Valley Traction,	2	2	18	2,500	.....	.....	24-45	.....	18	.....	.....	.....	9	90	1,185
Bradford and Kendall,	1	.....	2	150	.....	.....	.....	.....	.....	2	5	75	3	28	42
Carbon County,	1	1	6	2,000	.....	.....	30-45	.....	5	.....	.....	.....	6	17	102
Central Traction,	3	1	25	1,800	3	900	34	19	6	.....	2	150	7	15	72
Chelten Avenue,	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	134	588
Chester Traction,	5	2	53	1,250	10	150	30-50-72	.....	63	.....	.....	.....	10	14	150
Citizens', Harrisburg,	2	1	24	2,250	.....	.....	35-45	.....	24	.....	.....	.....	7	20	100
Citizens' Traction,	6	3	84	2,000	15	300	28	68	21	3	22	125	9	900	6,500
City, Altoona,	2	1	16	2,200	9	400	25	.....	16	.....	.....	.....	8	160	1,400
College and Grand View,	1	.....	2	2,000	.....	.....	24-40	.....	2	.....	.....	.....	10	26	78
Connellsville, New Haven and Leisenring,	1	3	5	3,000	.....	.....	20	.....	5	.....	.....	.....	8	30	288
Delaware County and Philadelphia Electric,	1	1	10	2,500	.....	.....	50	.....	10	.....	1	50	10	60	1,200
DuBois Traction,	1	.....	4	3,230	.....	.....	28	.....	4	.....	.....	.....	12	80	450
Duquesne Traction,	2	2	55	3,500	.....	.....	30	.....	55	.....	4	200	10	9	3,600
East End,	1	.....	2	3,000	.....	.....	24	.....	2	.....	.....	.....	10	60	150
East Harrisburg,	6	.....	61	1,800	.....	.....	40-60	.....	42	.....	.....	.....	8	.....	.....
Easton Transit,	1	.....	44	1,000	.....	.....	30-50	.....	.....	.....	3	.....	8	.....	90

TABLE C.—CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	No. car houses, shops and stables.	No. of depots.	No. of first class passenger cars.	Average value of each car.	No. second class passenger cars.	Average value of each car.	No. of passengers that may be seated in each car.	No. of cars propelled by cable.	No. of cars propelled by electricity.	No. of cars propelled by horses and mules.	No. of horses and mules owned by the company.	Average value of each, including harness.	Average of speed by cars (miles per hour).	No. of trips each day.	No. of miles run each day.
Electric Traction,	12	10	562	$2,000	.....	.....	22-45	.....	559	3	100	$75	7	.....	.....
Erie Motor,	3	1	81	3,400	.....	.....	.....	.....	70	4	150	.....	8	42	132
Federal Street and Pleasant Valley,	7	6	70	2,500	3	$1,800	22	.....	73	.....	7	125	6	640	4,800
Fort Pitt Incline Plane,	2	.....	2	.....	.....	.....	40	.....	.....	.....	.....	.....	.....	.....	.....
Franklin Electric,	2	.....	3	2,000	....	.....	45	.....	3	.....	.....	.....	6	52	104
Gettysburg Electric,	1	1	6	2,500	.....	.....	80	.....	6	.....	.....	.....	15	.....	.....
Greensburg and Hempfield Electric,	1	.....	3	2,500	.....	.....	22	.....	3	.....	.....	.....	9	40	200
Hanover and McSherrystown,	1	.....	3	2,650	1	337	40	.....	3	.....	.....	.....	6	30	180
Harrisburg and Mechanicsburg,	.....	.....	1	1,800	.....	.....	50	.....	1	.....	.....	.....	8	18	108
Hestonville, Mantua and Fairmount,	4	1	141	1,800	.....	.....	24 to 50	.....	141	.....	17	100	6	925	11,053
Homestead and Highland Street,	1	1	6	1,800	.....	.....	40	.....	6	.....	.....	.....	8	8	.....
Johnstown,	1	2	28	2,556	6	450	26	.....	34	.....	1	150	9	.....	.....
Lackawanna Valley Rapid Transit,	3	.....	17	1,800	.....	.....	26-40	.....	17	.....	.....	.....	10	9	162
Lebanon and Anville,	2	.....	16	3,359	.....	.....	30 to 52	.....	16	.....	.....	.....	8	18	180
Lehigh Avenue,	.....	1	9	2,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lehigh Traction,	4	7	39	3,000	.....	.....	50	.....	38	.....	.....	.....	12	207	2,173
Lock Haven Traction,	1	1	5	3,500	3	1,200	36	.....	8	.....	.....	.....	.....	.....	.....
Manayunk and Roxboro' Incline,	1	1	12	.....	.....	.....	28 to 40	.....	12	.....	3	.....	8	.....	.....
McKeesport, Duquesne and Wilmerding,	1	1	12	2,500	...	.....	30	.....	12	.....	.....	.....	12	250	754
Millvale,	1	1	2	1,200	1	200	14	.....	.....	3	11	100	5	84	168
Monongahela Inclined Plane,	.....	2	2	1,500	.....	.....	30	.....	.....	.....	.....	.....	.....	.....	.....
New Castle Electric,	1	.....	4	1,600	.....	.....	22	.....	4	.....	.....	.....	7	84	103

Oil City,	1	1	7	2,500	2	1,000	22 to 45	.....	7	.....	.....	.....	7	.....	.....
Pennsylvania Traction,	3	.....	50	1,800	5	500	28-52	.....	55	7	.....	.....	10	.....	3,000
People's, Philadelphia,	15	7	577	2,000	14	100	20 to 50	.....	577	14	185	100	7	2,097	21,283
People's, Beaver Falls,	1	1	4	4,000	.....	.....	22	.....	4	.....	.....	.....	8	125	450
Philadelphia Traction,	31	13	1,086	1,800	348	200	22 to 32	.....	743	624	.....	.....	6	.....	.....
Pittsburgh, Allegheny and Manchester Traction,	3	.....	84	2,353	14	250	22 to 35	.....	58	.....	8	125	8	986	5,800
Pittsburgh and Birmingham Traction,	5	1	42	2,500	25	200	30	.....	42	1	8	90	8	472	3,117
Pittsburgh Traction,	2	1	68	1,100	19	300	30	85	2	.....	9	125	10	14	150
Pittsburgh and West End,	3	1	26	2,800	11	150	26	.....	26	.....	4	150	10	16	92
Pittsburgh, Neville Island and Coraopolis,	1	2	4	2,785	3	200	24	.....	4	.....	.....	.....	15	44	770
Pottstown,	1	3	14	2,200	.....	.....	36	.....	10	.....	.....	.....	9	28	168
Punxsutawney,	2	.....	3	2,500	.....	.....	30	.....	3	.....	.....	.....	6	67	180
Reading Traction,	5	5	61	3,000	70	50	14 to 60	.....	131	.....	15	50	4	400	3,000
Reading and South Western,	1	1	18	2,000	.....	.....	24 to 90	.....	8	.....	.....	.....	10	10	110
Ringing Rocks,	1	.....	9	.....	.....	.....	40 to 60	.....	5	.....	.....	.....	6	34	126
Saint Clair Incline,	.....	2	.....	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....
Schuylkill Electric,	1	.....	44	2,000	2	1,000	40	.....	21	.....	3	100	7	13	156
Schuylkill Traction,	2	1	22	1,200	.....	.....	36-45	.....	22	.....	.....	.....	12	12	160
Schuylkill Valley Traction,	3	.....	25	2,000	.....	.....	31	.....	21	.....	.....	.....	8	286	1,646
Scranton Traction,	4	.....	103	700	.....	.....	22-45	.....	103	.....	5	150	8	1,178	5,481
Second Avenue Traction of Pittsburg,	2	2	66	2,500	.....	.....	26	.....	66	.....	5	125	10	8	100
Shamokin,	1	.....	6	1,200	.....	.....	25	.....	6	.....	.....	.....	8	18	108
Shamokin and Mt. Carmel,	2	.....	21	2,800	.....	.....	60	.....	21	.....	.....	.....	12	12	180
Stroudsburg,	2	1	4	800	.....	.....	40	.....	.....	.....	.....	.....	15	14	60
Sunbury and Northumberland,	2	.....	4	2,000	.....	.....	32	.....	4	.....	.....	.....	8	18	421
Tarentum Traction,	1	1	6	2,400	.....	.....	30	.....	6	.....	.....	.....	9	54	455
Troy Hill Incline Plane and Bridge Company,	1	1	2	2,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Uniontown,	1	1	6	3,000	.....	.....	30	.....	6	.....	.....	.....	.....	130	250
Valley Street, Mercer county,	2	.....	6	2,000	.....	.....	24-54	.....	6	.....	.....	.....	8	112	450
Vallamont Traction,	1	.....	6	3,000	.....	.....	24 to 45	.....	6	.....	.....	.....	7	32	123
Versailles Traction,	1	1	6	2,000	.....	.....	50	.....	6	.....	.....	.....	10	30	240
Warren,	1	.....	4	2,625	2	200	30	.....	4	.....	.....	.....	10	20	120
Washington Electric,	.....	.....	4	2,800	.....	.....	28	.....	4	.....	.....	.....	6	30	85
Waverly, Sayre and Athens Traction,	1	.....	8	2,600	.....	.....	24 to 50	.....	8	.....	.....	.....	9	51	510
West Chester,	1	2	7	3,100	2	350	22 to 56	.....	5	.....	.....	.....	6	100	300

TABLE C.—CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	No. car-houses, shops and stables.	No. of depots.	No. of first class passenger cars.	Average value of each car.	No. second class passenger cars.	Average value of each car.	No. of passengers that may be seated in each car.	No. of cars propelled by cable.	No. of cars propelled by electricity.	No. of cars propelled by horses and mules.	No. of horses and mules owned by the company.	Average value of each, including harness.	Average of speed by cars (miles per hour.)	No. of trips each day.	No. of miles run each day.
Williamsport,	1	.....	20	.....	.....	.....	24 to 45	.....	14	.....	.....	.....	8	34	127
Wilkes-Barre and Wyoming Valley Traction,	5	.....	126	.....	.....	.....	20 to 55	.....	80	.....	.....	.....	10	30	4,629
Wissahicken,	1	.....	8	$2,970	.....	.....	22	.....	8	.....	.....	.....	8	96	576
York,	3	.....	28	2,000	6	100	28	.....	22	.....	1	$50	6	16	100

TABLE D.—PASSENGERS AND EXPENSES.

Name of Company.	Number of passengers (all classes) carried in cars.	Expenses.		
		Of maintaining the road or real estate of corporation.	Of operating the road.	Total.
Allentown and Lehigh Valley Traction,	4,361,004	.....	.....	$108,767 54
Allegheny Traction,	1,791,904	$2,589 67	$73,344 66	75,934 33
Altoona and Logan Valley Electric,	1,902,890	.....	.....	43,432 88
Beaver Valley Traction,	1,113,169	2,370 29	33,464 93	35,835 22
Bradford and Kendall,	.....	196 60	3,135 77	3,332 77
Carbon County,	320,616	1,176 83	12,587 69	13.764.52
Central Traction,	3,414,012	15,590 41	145,186 45	160,776 86
Chelten Avenue,	488,190	95 71	14,636 54	14,732 25
Chester Traction,	4,009,617	11,068 21	94,842 36	105,910 57
Citizens', Harrisburg,	1,405,873	1,029 87	38,868 24	39,898 11
Citizens' Traction,	14,823,960	35,898 36	303,967 41	339,865 77
City, Altoona,	1,016,241	.....	.....	45,709 84
College and Grand View,	32,448	82 79	1,881 33	1,964 12
Connellsville, New Haven and Leisenring,	284,851	570 72	16,138 97	16,709 69
Delaware County and Philadelphia Electric,	630,016	.....	15,020 61	15,020 61
Du Bois Traction,	127,732	250 00	6,035 00	6,285 00
Duquesne Traction,	7,560,892	31,337 44	245,015 74	276,353 18
East End,	119,426	1,201 79	5,759 53	6,961 32
East Harrisburg,	3,738,711	.....	.....	139,722 39
Easton Transit,	2,835,556	2,738 61	71,821 40	74,560 01
Electric Traction,	58,125,481	193,747 51	1,047,836 29	1,241,583 80
Erie Electric Motor,	3,221,234	12,171 59	100,239 76	112,411 35
Federal Street and Pleasant Valley,	7,864,621	18.133 90	286,723 19	304,857 09
Fort Pitt Incline Plane,	166,227	127 00	3,294 87	3,421 87
Franklin Electric,	164,132	91 41	7,550 20	7,641 61
Gettysburg Electric,	.....	1,951 43	2,119 77	4,071 20

TABLE D.—PASSENGERS AND EXPENSES—CONTINUED.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	EXPENSES.		
		Of maintaining the road or real estate of corporation.	Of operating the road.	Total.
Greensburg and Hempfield Electric,	176,441	$288 81	$6,876 46	$7,165 27
Hanover and McSherrystown,	135,506	793 82	5,872 18	6,666 00
Harrisburg and Mechanicsburg,	50,097	.....	1,275 00	1,275 00
Hestonville, Mantua and Fairmount,	7,560,094	9,725 64	258,830 93	268,556 67
Homestead and Highland Street,	74,900	.....	.....	2,735 50
Johnstown,	862,621	4,531 03	48,269 72	52,800 75
Lackawanna Valley Rapid Transit,	870,796	3,887 77	26,815 67	30,703 44
Lebanon and Anville,	832,428	.....	.....	.....
Lehigh Avenue,	1,660,609	4,235 33	34,355 28	38,590 61
Lehigh Traction Company,	2,461,918	11,118 98	55,870 59	66,989 57
Lock Haven Traction Company,	118,814	.....	.....	4,714 05
Manayunk and Roxboro Incline,	591,239	2,116 04	25,258 51	27,374 55
McKeesport, Duquesne and Wilmerding,	590,736	1,886 88	23,911 66	25,808 54
Millvale,	117,127	400 38	4,365 67	4,766 05
Monongahela Inclined Plane,	1,269,942	2,922 46	16,271 20	19,193 66
New Castle Electric,	173,188	1,361 88	7,333 55	8,695 43
Oil City,	288,703	914 32	16,380 86	17,295 18
Pennsylvania Traction,	2,359,555	.....	.....	171,371 89
People's, Philadelphia,	44,927,760	32,113 19	797,702 48	829,815 67
People's Beaver Falls,	301,819	1,312 76	10,091 00	11,403 76
Philadelphia Traction,	111,475,982	35,682 10	3,540,839 96	3,576,522 06
Pittsburgh, Allegheny and Manchester Traction,	8,875,403	13,700 24	211,429 64	225,129 88
Pittsburgh and Birmingham Traction,	6,245,768	7,068 99	143,638 49	150,707 48
Pittsburgh Traction,	8,673,015	26,074 04	236,847 09	262,921 13
Pittsburgh and West End,	3,660,304	3,424 37	64,589 88	68,014 25
Pittsburg, Neville Island and Coraopolis,	385,101	1,704 83	17,958 33	19,663 16

Pottstown,	457,731	1293 73	15,343 60	16,637 33
Punxsutawney,	99,006	284 04	4,067 10	4,351 14
Reading Traction,	4,223,871	3,145 06	97,138 23	100,283 29
Reading and South Western,	364,489	.....	.....	16,741 21
Ringing Rocks,	242,900	317 55	10,845 23	11,262 78
Saint Clair Incline,	332,738	651 11	9,832 00	10,483 11
Schuylkill Electric,	1,508,331	.....	.....	74,363 93
Schuylkill Traction,	1,797,568	8,754 59	48,724 15	57,478 74
Schuylkill Valley Traction,	950,763	.....	.....	.....
Scranton Traction,	5,862,646	22,623 19	134,640 41	157,263 60
Second Avenue Traction of Pittsburgh,	3,366,372	6,635 28	85,889 55	92,524 83
Shamokin,	279,695	2,850 14	17,591 51	20,441 65
Shamokin and Mount Carmel,	526,085	1,109 85	12,693 33	13,803 18
Stroudsburg,	98,997	12 66	4,072 43	4,085 09
Sunbury and Northumberland,	238,323	877 12	11,625 65	12,502 77
Tarentum Traction,	315,550	1,541 82	9,869 49	11,411 31
Troy Hill Incline Plane and Bridge Company,	.....	1,959 92	6,771 03	8,730 95
Uniontown,	166,841	173 47	6,454 85	6,628 32
Valley Street (Mercer County),	104,995	623 20	3,321 41	3,944 61
Vallamont Traction,	425,685	1,731 00	13,385 04	15,116 04
Versailles Traction,	169,814	817 31	3,193 69	4,011 00
Warren,	286,713	261 37	3,187 89	3,449 26
Washington Electric,	52,441	1,929 75	3,801 90	5,731 65
Waverly, Sayre and Athens Traction,	194,789	648 97	11,833 99	12,482 96
West Chester,	232,602	.....	.....	12,269 42
Williamsport,	1,489,753	3,015 21	49,444 32	52,459 53
Wilkes-Barre and Wyoming Valley Traction,	5,138,675	25,632 86	184,709 30	210,342 16
Wissahicken,	657,747	174 56	31,750 90	31,925 46
York,	1,023,718	1,205 68	35,748 64	36,954 32
Total,	354,667,507	$585,953 44	$8,905,190 40	$9,111,083 69

TABLE E.—RECEIPTS.

Name of Company.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown and Lehigh Valley Traction,	$214,682 50	.....	.....	$700 00	$215,382 50
Allegheny Traction,	89,595 23	$1,270 00	.....	603,901 23	694,766 46
Altoona and Logan Valley Electric,	79,965 95	.....	.....	1,125 53	81,091 48
Beaver Valley Traction,	55,074 87	1,411 30	.....	606 70	57,092 87
Bradford and Kendall,	3,047 17	.....	.....	240 28	3,287 45
Carbon County,	14,671 70	.....	.....	.....	14,671 70
Central Traction,	167,471 06	3,594 31	.....	.....	171,065 37
Chelten Avenue,	16,950 48	108 00	$140 80	211 84	17,411 12
Chester Traction,	197,369 08	.....	.....	7,503 00	204,872 08
Citizens', Harrisburg,	50,381 03	500 00	.....	.....	50,881 03
Citizens' Traction,	613,812 60	.....	.....	4,672 53	618,485 13
City, Altoona,	49,779 35	.....	.....	669 42	50,448 77
College and Grand View,	1,622 40	.....	.....	.....	1,622 40
Connellsville, New Haven and Leisenring,	13,952 30	.....	.....	503 05	14,455 35
Delaware County and Philadelphia Electric,	31,500 88	.....	.....	483 13	31,984 01
DuBois Traction,	6,698 18	.....	.....	.....	6,698 18
Duquesne Traction,	392,931 66	.....	.....	5,865 18	398,796 84
East End,	3,737 36	.....	.....	.....	3,737 36
East Harrisburg,	172,798 57	356 00	.....	57,058 13	230,212 70
Easton Transit,	102,946 06	4 00	15 75	64,355 93	167,321 74
Electric Traction,	2,112,279 77	6,858 00	3,586 09	29,129 17	2,151,853 03
Erie Electric Motor,	144,014 58	543 70	.....	.....	144,558 28
Federal Street and Pleasant Valley,	39,231 05	.....	.....	13,454 63	406,685 68
Fort Pitt Incline Plane,	4,571 45	.....	.....	552 50	5,123 95
Franklin Electric,	7,622 95	.....	.....	188 74	7,811 69
Gettysburg Electric,	10,686 46	.....	.....	.....	10,686 46

Greensburg and Hempfield Electric,	8,268 55			317 15	8,585 70
Hanover and McSherrytown,	6,785 52			67 50	6,853 02
Harrisburg and Mechanicsburg,	2,730 13				2,730 13
Hestonville, Mantua and Fairmount,	366,377 39	1,287 41	612 06	5,413 42	373,690 28
Homestead and Highland Street,	3,744 99				3,744 99
Johnstown,	91,413 70			17,474 81	108,888 51
Lackawanna Valley Rapid Transit,	43,520 27				43,520 27
Lebanon and Anville,	38,390 10			1,022 57	39,412 67
Lehigh Avenue,	60,346 74	230 00		3,209 29	63,786 03
Lehigh Traction,	116,793 64	1,761 29		868 80	119,423 73
Lock Haven Traction Company,	5,682 38				5,682 38
Manayunk and Roxboro' Incline,	29,110 23	117 50	106 09	21 90	29,355 72
McKeesport, Duquesne and Wilmerding,	24,003 84	96 00			24,099 84
Millvale,	3,526 62		12 00	84 00	3,622 62
Monongahela Inclined Plane,	36,588 45	320 00		7,529 24	44,437 69
New Castle Electric,	8,373 80	72 00			8,445 80
Oil City,	12,755 07				12,755 07
Pennsylvania Traction,	165,309 13	867 60		5,041 13	171,217 86
People's, Philadelphia,	1,647,775 71	796 00	1,126 60	10,977 60	1,660,675 91
People's, Beaver Falls,	15,090 98				15,090 98
Philadelphia Traction,	5,459,867 89	6,758 97	6,586 44	188,837 81	5,662,051 11
Pittsburgh, Allegheny and Manchester Traction,	443,770 15	15 00	3,475 23	2,400 49	449,660 87
Pittsburgh and Birmingham Traction,	301,082 38			4,500 00	305,582 38
Pittsburgh Traction,	441,452 36	900 00		7,094 39	449,446 75
Pittsburgh and West End,	166,686 04	332 00		2,403 11	169,421 15
Pittsburgh, Neville Island and Coraopolis,	18,073 57	16 00		1,558 49	19,648 06
Pottstown,	18,475 08	335 00		1,019 65	19,829 73
Punxsutawney,	4,892 66			56 30	4,948 96
Reading Traction,	174,054 76	698 38	273 16	2,564 87	177,591 17
Reading and Southwestern,	20,415 84			789 10	21,204 94
Ringing Rocks,	8,617 92	1,387 83			10,005 75
Saint Clair Incline,	11,419 17			2,329 55	13,748 72
Schuylkill Electric,	66,672 98			432 04	67,105 02
Schuylkill Traction,	89,878 40			570 02	90,448 42
Schuylkill Valley Traction,	44,736 08				44,736 08
Scranton Traction,	268,682 95			2,017 39	270,700 34
Second Avenue Traction of Pittsburg,	148,062 74	72 12		557 72	148,692 58
Shamokin,	12,901 65	7,169 28		2,943 69	23,014 62
Shamokin and Mt. Carmel,	23,398 12			9,750 00	33,148 12
Stroudsburg,	4,949 85	60 00		303 40	5,313 25
Sunbury and Northumberland,	11,128 51			3,533 02	14,661 53

TABLE E.—RECEIPTS—CONTINUED.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Tarentum Traction,	$14,725 40	.....	.....	$284 50	$15,009 90
Troy Hill Incline Plane and Bridge Company,	.....	.....	.....	14,818 27	14,818 27
Uniontown,	8,241 18	$425 00	.....	.....	8,666 68
Valley Street (Mercer county),	5,249 75	.....	.....	.....	5,249 75
Vallamont Traction,	16,845 54	.....	.....	124 46	16,970 00
Versailles Traction,	8,490 70	.....	.....	.....	8,490 70
Warren,	14,335 67	.....	.....	.....	14,335 67
Washington Electric,	2,224 83	.....	.....	.....	2,224 83
Waverly, Sayre and Athens Traction,	9,703 31	.....	.....	128 41	9,831 72
West Chester,	15,482 65	.....	.....	1,625 95	17,108 60
Williamsport,	66,845 00	.....	.....	.....	66,845 00
Wilkes-Barre and Wyoming Valley Traction,	411,094 17	.....	.....	6,152 25	417,246 42
Wissahicken,	30,055 15	.....	.....	710 12	30,765 27
York,	47,091 09	.....	.....	1,412 92	48,504 01
	$16,027,575 47	$38,363 19	$15,934 22	$1,102,166 32	$17,184,039 20

TABLE F.—ACCIDENTS.

Name of Company.	Passengers.		Employes.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown and Lehigh Valley Traction,	.....	20	1	.....	.....	.....	1	20
Allegheny Traction,	3	9	.....	1	.....	.....	3	10
Altoona and Logan Valley Electric,	1	2	.....	1	.....	2	1	5
Carbon County,	.....	.....	.....	.....	.....	1	.....	1
Central Traction,	.....	.....	.....	3	.....	5	.....	8
Citizens', Harrisburg,	.....	.....	.....	1	.....	2	.....	3
Citizens' Traction,	.....	.....	.....	.....	3	4	3	4
City, Altoona,	.....	1	.....	2	.....	4	.....	7
Connellsville, New Haven and Leisenring,	.....	1	.....	.....	1	.....	1	1
Duquesne Traction,	.....	.....	.....	.....	4	24	4	24
Easton Transit,	.....	4	.....	1	2	.....	2	5
Erie Electric Motor,	.....	.....	1	.....	.....	.....	1	.....
Federal Street and Pleasant Valley,	1	1	.....	.....	1	.....	2	1
Hestonville, Mantua and Fairmount,	.....	25	.....	.....	1	6	1	31
Lackawanna Valley Rapid Transit,	.....	4	.....	.....	.....	.....	.....	4
Lebanon and Anville,	.....	.....	.....	.....	1	1	1	1
Lehigh Avenue,	.....	2	.....	.....	.....	.....	.....	2
Lehigh Traction,	4	60	.....	3	.....	2	4	65
Lock Haven Traction,	.....	.....	.....	.....	1	.....	1	.....
Manayunk and Roxboro' Incline,	.....	4	.....	.....	.....	.....	.....	4
McKeesport, Duquesne and Wilmerding,	.....	.....	.....	.....	.....	2	.....	2
Pennsylvania Traction,	.....	12	.....	2	.....	3	.....	17
People's, Philadelphia,	2	60	1	5	19	31	22	96
Philadelphia Traction,	3	130	4	8	22	112	29	250
Pittsburgh, Allegheny and Manchester Traction,	2	10	.....	.....	.....	1	2	11
Pittsburgh and Birmingham Traction,	.....	1	.....	1	6	3	6	5

TABLE F.—ACCIDENTS—CONTINUED.

NAME OF COMPANY.	PASSENGERS.		EXPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Pittsburgh Traction,	.....	3	.....	3	1	17	1	23
Pittsburgh and West End,	.....	1	.....	.....	2	.....	2	1
Pittsburgh, Neville Island and Coraopolis,	.....	.....	.....	.....	2	.....	2	.....
Reading Traction,	.....	.....	.....	1	2	7	2	8
Schuylkill Valley Traction,	.....	4	.....	3	.....	.....	.....	7
Schuylkill Traction,	.....	7	.....	.....	2	3	2	10
Schuylkill Electric,	.....	7	.....	.....	1	1	1	8
Scranton Traction,	.....	20	.....	6	3	9	3	35
Second Avenue Traction of Pittsburgh,	.....	4	.....	.....	7	9	7	13
Shamokin,	.....	.....	.....	.....	.....	3	.....	3
Tarentum Traction,	.....	.....	.....	.....	.....	2	.....	2
Uniontown,	.....	.....	.....	.....	.....	1	.....	1
Valley Street (Mercer county),	.....	.....	.....	.....	.....	1	.....	1
Valamont Traction,	.....	.....	.....	.....	.....	1	.....	1
Warren,	.....	.....	.....	.....	1	1	1	1
Waverly, Sayre and Athens Traction,	.....	1	.....	.....	.....	.....	.....	1
Williamsport,	.....	.....	.....	.....	3	.....	3	.....
Wilkes-Barre and Wyoming Valley Traction Company,	4	96	.....	5	.....	.....	4	101
Wissahicken,	.....	.....	.....	.....	.....	1	.....	1
York,	.....	.....	.....	1	2	.....	2	1
Total,	20	489	7	47	87	259	114	795

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

Name of Company.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Total amount of funded and floating debt.
Delaware and Hudson,*	$35,000,000 00	$35,000,000 00	$5,000,000 00
Delaware Division,	2,400,000 00	1,633,350 00	800,000 00
Lehigh Coal and Navigation,*	14,366,650 00	14,366,650 00	14,999,250 00
Monongahela Navigation,*	1,681,850 00	1,681,850 00	250,000 00
Pennsylvania,	5,000,000 00	4,501,200 00	2,524,000 00
Schuylkill Navigation,*	3,962,262 00	3,962,262 00	8,494,872 86
Susquehanna,*	2,002,746 00	2,002,746 00	3,627,215 91
Total,	$64,413,508 00	$63,148,058 00	$35,695,338 77

* Stock "authorized" being unlimited, the amount "paid in" is inserted.

TABLE B.—COST AND CHARACTERISTICS OF CANAL.

Name of Company.	Cost of canal and fixtures.	Length of main line of canal.	Number of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh locks.	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.
Delaware and Hudson,	$6,930,158 49	108	.....	48	32	6	41	107	2	136	40	3	508	.....
Delaware Division,	2,433,350 00	60	.....	44	18	6	2	33	.....	117	2	60	.....	$5,000 00
Lehigh Coal and Navigation,	2,011,873 05	48	1	60 to 100	45	6	4	58	1	10	9	48	18	200,000 00
Monongahela Navigation,	2,039 180 15	86	.....	.....	.....	6	7	11	.....	.....	7	86	3	96,972 80
Pennsylvania,	.....	144	.....	50 to 60	32	6	25	71	2	318	8	13	222	.....
Schuylkill Navigation,	12, 6 ,60 0 33	0	1	60 to 100	40	8	6	71	17	120	30	48	.....	.....
Susquehanna,	7,584,730 6	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total,	$31,454,892 6	539	2	.....	.....	.....	85	351	22	701	96	258	931	$301,972 80

TABLE C—TONNAGE, EXPENSES AND RECEIPTS.

Name of Company.	Tonnage.		Expenses.			Receipts.
	Number of tons of through freight on main line.	Gross amount of tonnage including branches and leased canals.	Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	Total.
Delaware and Hudson,	528,170	1,285,169	$216,683 84	.....	$216,683 84	$42,289 05
Delaware Division, a.,	.....	.....	.....	.....	.....	.....
Lehigh Coal and Navigation,	.....	390,514	81,564 82	$70,151 03	151,715 85	1,814,515 98
Monongahela Navigation,	.....	.....	.....	.....	236,245 42	322,864 97
Pennsylvania,	.....	267,057	68,186 64	17,243 31	85,429 95	86,778 59
Schuylkill Navigation, b.,	.....	75,958	27,630 54	13,310 14	40,940 68	46,669 80
Susquehanna,	.....	37,534	.....	.....	6,633 78	8,225 36
Total,	528,170	2,056,232	$394,065 84	$100,704 48	$787,649 52	$2,321,344 55

a Operated by the Lehigh Coal and Navigation Company.
b Operated by the Philadelphia and Reading railroad.

COMPARATIVE STATEMENT FOR FIVE YEARS—AMOUNT OF CAPITAL STOCK PAID IN.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Delaware and Hudson,	$30,000,000 00	$30,000,000 00	$30,000,000 00	$30,000,000 00	$35,000,000 00
Delaware Division,	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation,	14,315,850 00	14,366,650 00	14,366,650 00	14,366,650 00	14,366,650 00
Monongahela Navigation,	1,647,650 00	1,648,050 00	1,648,650 00	1,681,000 00	1,681,850 00
Pennsylvania,	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00
Schuylkill Navigation,	3,962,262 00	3,962,262 00	3,962,262 00	3,962,262 00	3,962,262 00
Susquehanna,	2,002,746 00	2,002,746 00	2,002,749 00	2,002,746 00	2,002,746 00
Totals,	$58,063,058 00	$58,114,258 00	$58,114,858 00	$58,147,208 00	$63,148,058 00

COMPARATIVE STATEMENT FOR FIVE YEARS—AMOUNT OF FUNDED AND FLOATING DEBT.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Delaware and Hudson,	$10,559,000 00	$9,829,000 00	.....	$9,829,000 00	$5,000,000 00
Delaware Division,	800,000 00	800,000 00	$800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation,	14,783,250 00	14,969,250 00	14,999,250 00	14,299,250 00	14,299,250 00
Monongahela Navigation,	257,536 39	253,962 79	251,099 00	250,289 50	250,000 00
Pennsylvania,	2,641,000 00	2,553,000 00	2,553,000 00	2,534,000 00	2,524,000 00
Schuylkill Navigation,	8,494,872 86	8,494,872 86	8,494,872 86	8,494,872 86	8,494,872 86
Susquehanna,	2,944,829 25	2,950,919 91	2,952,405 42	3,490,828 09	3,627,215 91
Totals,	$40,480,488 50	$39,851,005 56	$30,050,627 28	$40,398,240 45	$35,695,338 77

COMPARATIVE STATEMENT FOR FIVE YEARS—COST OF CANAL AND FIXTURES.

Name of Company.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Delaware and Hudson,	$6,339,210 49	$6,339,210 49	$6,339,210 49	$6,139,210,49	$6,930,158 49
Delaware Division,	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation,	2,091,000 00	2,040,956 00	2,077,360 12	2,052,322 71	2,011,873 05
Monongahela Navigation,	1,924,115 83	1,919,115 83	1,918,629 83	1,960,264 97	2,030,180 15
Schuylkill Navigation,	12,461,600 36	12,461,600 36	12,464,600 36	12,464,600 36	12,464,600 36
Susquehanna,	4,931,345 53	4,391,345 53	4,931,345 53	5,452,018 66	5,584,730 64
Totals,	$30,180,622 21	$30,125,578 21	$30,064,496 33	$30,501,767 19	$31,454,892 69

COMPARATIVE STATEMENT FOR FIVE YEARS—GROSS AMOUNT OF TONNAGE.

Name of Company.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
Delaware and Hudson,	1,326,976	1,237,444	1,155,272	980,814	1,285,169
Lehigh Coal and Navigation,	603,662	556,141	4 8,513	397,708	390,514
Monongahela Navigation,	.....	.....	.....	.....	.....
Pennsylvania,	.....	377,878	340,771	302,868	267,057
Schuylkill Navigation,	144,994	111,385	70,604	63,312	75,958
Susquehanna,	32,948	40,852	38,773	49,758	37,534
Totals,	2,108,580	2,323,700	2,063,933	1,794,538	2,056,232

COMPARATIVE STATEMENT FOR FIVE YEARS—EXPENSES MAINTAINING AND OPERATING THE CANAL.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Delaware and Hudson,	$232,500 00	$228,325 55	$212,350 00	$211,522 30	$216,683 84
Lehigh Coal and Navigation,	131,722 68	133,811 99	129,796 26	156,097 49	151,715 85
Monongahela Navigation,	89,227 66	86,529 53	100,945 58	248,345 31	286,245 42
Pennsylvania,	99,413 31	102,371 87	100,159 71	156,426 10	85,429 95
Schuylkill Navigation,	40,088 57	40,279 39	36,948 63	38,672 36	40,940 68
Susquehanna,	18,295 36	16,097 77	15,871 72	15,124 55	6,633 78
Totals,	$611,248 38	$607,416 10	$596,071 90	$826,188 11	$787,649 52

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Delaware and Hudson,	$6[illegible],232 32	$57,548 27	$62,188 99	$52,146 41	$42,289 85
Lehigh Coal and Navigation,	2,268,579 64	2,210,603 38	2,551,215 97	2,224,826 62	1,814,515 98
Monongahela Navigation,	254 272 36	330,401 60	236,516 30	252,945 05	322,864 97
Pennsylvania,	135,029 34	129,499 91	102,796 00	109,740 68	86,778 59
Schuylkill Navigation,	81,206 58	66,870,52	51,470 80	41,805 70	46,669 80
Susquehanna,	8,685 57	9,030 14	8,018 98	7,725 08	8,225 36
Totals,	$2,808,005 81	$2,803,953 82	$3,012,207 04	$2,689,189 54	$2,321,344 55

TABULATED RESULTS

COMPILED FROM

Telegraph and Telephone Reports.

TABLE A.—STOCK AND DEBT.

Name of Company.	Capital stock as authorized by law.	Total amount paid in of capital stock.	Rate per cent. of dividend.	Total amount of floating and funded debt.
American District Telegraph,	$400,000 00	$400,000 00	5	.....
American Telegraph and Telephone,	250,000 00	250,000 00	.....	$1,530,573 44
Atlantic and Ohio Telegraph,	650,000 00	650,000 00	.....	.....
Armstrong Telephone,	3,000 00	2,425 00	.....	.....
Baltimore and Ohio Telegraph of Pennsylvania,	20,000 00	2,000 00	.....	.....
Bell Telephone,	1,000,000 00	702,434 00	6	.....
Central District and Printing Telegraph,	2,500,000 00	1,089,000 00	.....	1,218,500 00
Central Pennsylvania Telephone and Supply,	1,000,000 00	852,000 00	16	926,000 00
Delaware and Atlantic Telegraph and Telephone,	10,000 00	10,000 00	12	.....
Farmington Telephone,	800 00	800 00	.....	56 00
Lykens Telegraph and Telephone,	10,000 00	3,000 00	4	.....
McKeesport Telephone,	50,000 00	25,000 00	.....	6,500 00
National Telegraph,	1,000,000 00	1,000,000 00	.....	.....
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00	4 1-3	30,000 00
Pacific and Atlantic Telegraph,	2,000,000 00	2,000,000 00	.....	.....
Pennsylvania Telephone,	600,000 00	600,000 00	5	.....
Philadelphia Local Telegraph,	200,000 00	200,000 00	4¾	.....
Philadelphia, Reading and Pottsville Telegraph,	50,000 00	20,000 00	.....	200,000 00
Postal Telegraph,	50,000 00	50,000 00	.....	.....
Postal Telegraph and Cable,	15,000,000 00	15,000,000 00	.....	.....
Postal Telegraph and Cable No. 1,	20,000 00	20,000 00	.....	.....
Postal Telegraph and Cable No. 2,	20,000 00	20,000 00	.....	.....
Postal Telegraph and Cable No. 3,	5,000 00	5,000 00	.....	.....
Rockhill Telegraph,	3,000 00	3,000 00	.....	.....
Royal Telegraph and Telephone,	10,000 00	1,000 00	.....	.....
Western Union Telegraph,	100,000,000 00	95,370,000 00	6	15,280,928 00
Williamsport and North Branch Telephone,	4,000 00	3,950 00	.....	.....
Total,	$125,855,800 00	$119,289,609 00	.....	$19,192,557 44

TABLE B.—COST AND CHARACTERISTICS OF LINE.

Name of Company.	Cost of line and equipments.	Length of main line in miles.	Length of main line in Pennsylvania.	Number stations entire line.	Number stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line.		
								Males.	Females.	Total.
American District Telegraph,	$387,053 22	.....	.....	17	17	3,282	3,282	199	1	200
American Telegraph and Telephone,	1,768,730 69	1,037	1,037	296	296	.....	.....	48	25	73
Armstrong Telephone,	2,350 00	23	23	5	5	5	5	5	.....	5
Baltimore and Ohio Telegraph of Pennsylvania,	.....	4	4	1	1	3	3	4	.....	4
Bell Telephone,	809,860 27	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Pennsylvania Telephone and Supply,	1,095,997 68	.....	.....	4,024	4,024	4,024	4,024	69	84	153
Delaware and Atlantic Telegraph and Telephone,	.....	.....	.....	1,158	1,158	2,316	2,316	.....	.....	66
Farmington Telephone,	856 00	12	12	7	7	7	7	7	.....	7
Lykens Telegraph and Telephone,	.....	50	50	15	15	15	15	.....	.....	.....
McKeesport Telephone,	31,000 00	250	250	1	1	175	175	3	3	6
National Telegraph,	.....	949	45	.....	3	.....	35	.....	.....	.....
New York and Pennsylvania Telegraph and Telephone,	989,170 87	3,788	700	3,058	1,154	6,116	2,369	44	71	115
Pennsylvania Telephone,	457,258 70	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia Local Telegraph,	200,000 00	.....	.....	65	65	315	315	60	40	100
Philadelphia, Reading and Pottsville Telegraph,	288,866 85	101	101	475	475	988	988	722	11	733
Postal Telegraph,	.....	250	240	.....	44	.....	.....	.....	.....	120
Postal Telegraph-Cable,	.....	.....	.....	.....	75	.....	.....	.....	.....	.....
Postal Telegraph and Cable No. 1,	.....	117	.....	.....	4	.....	.....	.....	.....	18
Postal Telegraph and Cable No. 2,	.....	211	211	10	9	.....	.....	.....	.....	51
Postal Telegraph and Cable No. 3,	.....	32	32	4	4	.....	.....	.....	.....	7
Rockhill Telegraph,	4,220 13	32	32	7	7	8	8	8	.....	8
Royal Telegraph and Telephone,	1,000 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Western Union Telegraph,	.....	189,714	5,753	21,360	1,706	.....	.....	.....	.....	34,416
Williamsport and North Branch Telephone,	3,950 00	99	99	18	18	18	18	.....	.....	.....
Total,	$6,040,314 41	196,669	8,589	30,521	9,088	17,272	13,500	1,569	235	36,082

TABLE B.—CHACTERISTICS OF LINE.—CONTINUED.

NAME OF COMPANY.	Number of persons employed in maintaining and operating line in Pennsylvania.			Number of messages sent during the year, entire line.	Number of messages sent during the year in Pennsylvania.	Number of messages received during the year, entire line.	Number of messages received during the year in Pennsylvania.
	Males.	Females.	Total.				
American District Telegraph,	199	1	200	191,67[illegible]	191,673	353,324	353,324
American Telegraph and Telephone,	48	25	7[illegible]	134,91[illegible]	134,91[illegible]	93,69[illegible]	93,69[illegible]
Armstrong Telephone,	5	.....	5	544	544	544	544
Baltimore and Ohio Telegraph of Pennsylvania,	2	.....	2	.....	.....	.....	.....
Bell Telephone,	.....	.....	.....	.....	.....	.....	.....
Central Pennsylvania Telephone and Supply,	69	84	153	.....	.....	.....	.....
Delaware and Atlantic Telegraph and Telephone,	.....	.....	66	.....	.....	.....	.....
Farmington Telephone,	7	.....	7	294	294	123	123
Lykens Telegraph and Telephone,	.....	.....	.....	.....	.....	.....	.....
McKeesport Telephone,	3	3	6	.....	.....	.....	.....
National Telegraph,	4	.....	4	.....	.....	.....	.....
New York and Pennsylvania Telegraph and Telephone,	14	18	32	4,007,700	1,550,000	4,007,700	1,550,000
Pennsylvania Telephone,	.....	.....	.....	.....	.....	.....	.....
Philadelphia Local Telegraph,	60	40	100	300,000	300,000	290,000	290,000
Philadelphia, Reading and Pottsville Telegraph,	722	11	733	465,690	465,690	465,6[illegible]0	465,690
Postal Telegraph,	.....	.....	12	.....	.....	.....	.....
Postal Telegraph-Cable,	.....	.....	475	11,000,000	11,000,000	.....	.....
Postal Telegraph and Cable No. 1,	.....	.....	18	.....	.....	.....	.....
Postal Telegraph and Cable No. 2,	.....	.....	50	.....	.....	.....	.....
Postal Telegraph and Cable No. 3,	.....	.....	7	.....	.....	.....	.....
Rockhill Telegraph,	8	.....	8	593	593	593	593
Royal Telegraph and Telephone,	.....	.....	.....	.....	.....	.....	.....
Western Union Telegraph,	.....	.....	2,482	58,307,315	.....	58,307,315	.....
Williamsport and North Branch Telephone,	.....	.....	.....	.....	.....	.....	.....
Total,	1,141	182	4,433	74,408,719	13,643,704	63,518,981	2,753,966

TABLE C—EXPENSES AND RECEIPTS.

Name of Company.	Gross expenses entire line.	Gross expenses in Pennsylvania.	Gross receipts entire line.	Gross receipts in Pennsylvania.
American District Telegraph,	$97,971 43	$97,971 43	$123,467 58	$123,467 58
American Telegraph and Telephone,	136,421 01	136,421 01	142,951 66	142,951 66
Armstrong Telephone,	50 00	50 00	114 45	114 45
Baltimore and Ohio Telegraph of Pennsylvania,	976 25	976 25	1,546 43	1,546 43
Bell Telephone,	492,505 12	492,505 12	597,192 91	597,192 91
Central Pennsylvania Telephone and Supply,	171,690 73	171,690 73	241,793 69	241,793 69
Delaware and Atlantic Telegraph and Telephone,	70,453 76	70,453 76	72,651 91	72,651 91
Farmington Telephone,	856 00	856 00	41 70	41 70
Lykens Telegraph and Telephone,	196 71	196 71	464 14	464 14
National Telegraph,	.....	296 64	.....	48 45
New York and Pennsylvania Telegraph and Telephone,	144,548 01	.....	194,705 55	52,312 67
Pennsylvania Telephone,	148,589 07	.....	195,177 67	179,446 27
Philadelphia Local Telegraph,	41,487 49	41,487 49	53,206 57	53,206 57
Philadelphia, Reading and Pottsville Telegraph,	90,657 36	90,657 36	97,734 42	97,734 42
Postal Telegraph,	.....	.....	.....	12,878 75
Postal Telegraph-Cable,	3,358,412 04	.....	4,020,972 72	276,919 09
Postal Telegraph and Cable No. 1,	.....	.....	.....	24,920 07
Postal Telegraph and Cable No. 2,	.....	.....	.....	16,298 42
Postal Telegraph and Cable No. 3,	.....	.....	.....	3,743 57
Western Union Telegraph,	16.076,629 97	.....	22,218,019 18	340,952 01
Total,	$20,831,444 98	$1,103,562 50	$27,960 040 58	$2,238,684 76

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
American District Telegraph,	$400,000 00	$400,000 00	$400,000 00	$400,000 00	$400,000 00
American Telegraph and Telephone,	10,000 00	10,000 00	10,000 00	250,000 00	250,000 00
Atlantic and Ohio Telegraph,	650,000 00	.....	650,000 00	650,000 00	650,000 00
Armstrong Telephone,	.....	.....	.....	2,400 00	2,425
Baltimore and Ohio Telegraph of Pennsylvania,	.....	.....	.....	2,000 00	2,000 00
Bell Telephone,	560,000 00	560,000 00	560,000 00	627,200 00	702,434 00
Central District and Printing Telegraph,	750,000 00	825,000 00	990,000 00	990,000 00	1,089,000 00
Central Pennsylvania Telephone and Supply,	800,000 00	800,000 00	800,000 00	800,000 00	852,000 00
Curwensville,	3,000 00	.....	.....	.....	.....
Delaware and Atlantic Telegraph and Telephone,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Farmington Telephone,	.....	.....	.....	.....	800 00
Lykens Telegraph and Telephone,	300 00	300 00	300 00	300 00	3,000 00
McKeesport Telephone,	.....	.....	25,000 00	25,000 00	25,000 00
National Telegraph,	1,000,000 00	.....	1,000,000 00	1,000,000 00	1,000,000 00
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pacific and Atlantic Telegraph,	2,000,000 00	.....	2,000,000 00	2,000,000 00	2,000,000 00
Pennsylvania Telephone,	749,200 00	749,200 00	549,466 67	599,466 67	600,000 00
Philadelphia Local Telegraph,	400,000 00	400,000 00	400,000 00	400,000 00	200,000 00
Philadelphia, Reading and Pottsville Telegraph,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Postal Telegraph and Cable of New York,	.....	8,600,000 00	8,600,000 00	8,600,000 00	15,000,000 00
Postal Telegraph,	.....	.....	50,000 00	50,000 00	50,000 00
Postal Telegraph and Cable No. 1,	.....	.....	20,000 00	20,000 00	20,000 00
Postal Telegraph and Cable No. 2,	.....	.....	20,000 00	20,000 00	20,000 00
Postal Telegraph and Cable No. 3,	.....	.....	5,000 00	5,000 00	5,000 00
Rockhill Telegraph,	300 00	300 00	300 00	300 00	3,000 00
Royal Telegraph and Telephone,	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
Western Union Telegraph,	86,199,852 06	86,199,852 06	94,820,000 00	94,820,000 00	95,370,000 00
Williamsport and North Branch Telephone,	3,000 00	3,000 00	3,950 00	3,950 00	3,950 00
Total,	$94,556,652 06	$99,578,652 06	$111,935,016 67	$112,296,616 67	$119,289,609 00

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

Name of Company.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
American Telegraph and Telephone,	$921,434 79	$1,377,421 52	$1,643,264 37	$1,371,837 12	$1,530,573 44
Central District and Printing Telegraph,	95,965 00	95,810 00	90,000 00	30,000 00	1,218,500 00
Central Pennsylvania Telephone and Supply,	25,000 00	47,000 00	45,000 00	80,000 00	926,000 00
Farmington Telephone,	.....	.....	.....	.....	56 00
McKeesport Telephone,	.....	.....	.....	3,000 00	6,500 00
New York and Pennsylvania Telegraph and Telephone,	.....	.....	.....	.....	30,000 00
Philadelphia, Reading and Pottsville Telegraph,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Western Union Telegraph,	15,161,266 00	15,198,060 00	15,242,340 00	15,261,134 00	15,280,928 00
Total,	$16,414,085 92	$19,327,469 25	$20,180,604 37	$17,205,971 12	$19,192,557 44

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

Name of Company.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.
American District Telegraph,	341,040	350,797	320,138	330,363	353,324
American Telegraph and Telephone,	.....	43,385	90,519	101,570	93,692
Armstrong Telephone,	.....	.....	.....	.....	544
Farmington Telephone,	.....	.....	.....	.....	123
New York and Pennsylvania Telegraph and Telephone,	.....	17,549	18,459	17,692	1,550,000
Philadelphia Local Telegraph,	275,000	270,000	290,000	290,000	290,000
Philadelphia, Reading and Pottsville Telegraph,	.....	469,144	502,295	453,885	455,690
Rockville Telegraph,	.....	.....	.....	.....	593
Total,	616,894	1,151,804	1,222,414	1,193,510	2,773,966

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
American District Telegraph,	143,099	168,333	179,953	175,371	191,673
American Telegraph and Telephone,	....	53,164	84,826	99,227	134,910
Armstrong Telephone,	.....	.....	.....	320	514
Farmington Telephone,	.....	.....	.....	.....	294
National Telegraph,	.....	.....	.....	563	.....
New York and Pennsylvania Telegraph and Telephone,	.....	17,519	18,459	17,692	1,550,000
Philadelphia Local Telegraph,	300,000	295,000	300,000	300,000	300,000
Philadelphia, Reading and Pottsville Telegraph,	467,837	469,144	502,295	453,885	465,600
Postal Telegraph Cable,	.....	.....	.....	.....	11,000,000
Rockville Telegraph,	854	930	1,003	.....	593
Total,	616,794	1,004,120	1,086,536	1,047,058	13,643,704

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

Name of Company.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
American District Telegraph,	.....	.....	.....	$142,922 02	$123,467 58
American Telegraph and Telephone,	.....	$58,650 04	$97,996 00	134,617 07	142 951 66
Armstrong Telephone,	.....	.....	.....	98 00	114 45
Baltimore and Ohio Telegraph of Pennsylvania,	.....	.....	.....	1 60	1,546 43
Bell Telephone,	$526,484 15	.....	531,388 93	552,811 96	597,192 91
Central Pennsylvania Telephone and Supply,	202,745 55	207,271 17	214,813 97	235,484 06	241,793 69
Delaware and Atlantic Telegraph and Telephone,	67,355 02	69,900 33	75,323 94	76,834 04	72,651 91
Farmington Telephone,	.....	.....	.....	.....	41 70
Lykens Telegraph and Telephone,	.....	.....	.....	.....	464 14
National Telegraph,	85 14	.....	44 45	79 02	48 45
New York and Pennsylvania Telegraph and Telephone,	.....	44,941 42	48,328 46	49,627 99	59,31[illegible] 67
Pennsylvania Telephone,	143,903 74	145,809 76	157,782 51	177,783 74	179,446 27
Philadelphia Local Telegraph,	58,273 62	64,646 59	68,509 15	59,934 50	53 [illegible]6 57
Philadelphia, Reading and Pottsville Telegraph,	102,492 03	97,383 62	100,536 25	92,814 02	97,734 42
Postal Telegraph,	4,400 00	.....	6,000 00	5,850 00	12, 78 75
Postal Telegraph Cable,	.....	.....	.....	.....	276, 19 09
Postal Telegraph and Cable Company, No. 1,	6,250 00	.....	22,000 00	22,402 00	24 9[illegible]0 07
Postal Telegraph and Cable Company, No. 2,	19,000 00	.....	18,000 00	13,615 00	16,[illegible]8 42
Postal Telegraph and Cable Company, No. 3,	3,600 00	.....	3,600 00	3,510 00	3,74[illegible] 57
Western Union Telegraph,	396,907 89	382,311 01	392,630 90	343,875 14	34[illegible], 52 0[illegible]
Total,	$1,531,638 94	$1,355,914 94	$2,086,984 56	$1,912,289 56	$2,238,6[illegible]4 76

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

Name of Company.	1890–91.	1891–92.	1892–93.	1893–94	1894–95.
American District Telegraph,	.....	.....	.....	$96,120 20	$97,971 43
American Telegraph and Telephone,	.....	$73,051 10	$71,393 79	102,958 48	136,421 01
Armstrong Telephone,	.....	.....	.....	50 00	50 00
Baltimore and Ohio Telegraph of Pennsylvania,	.....	.....	.....	.....	976 25
Bell Telephone,	$344,917 99	.....	423,317 93	396,246 94	492,505 12
Central Pennsylvania Telephone and Supply,	142,950 55	148,410 09	167,089 36	169,990 76	171,690 73
Curwensville Telephone,	260 40	.....	.....	.....	.....
Delaware and Atlantic Telegraph and Telephone,	63,535 48	66,082 46	71,837 59	84,624 11	70,453 76
Farmington Telephone,	.....	.....	.....	.....	856 00
Lykens Telegraph and Telephone,	.....	.....	.....	.....	196 41
National Telegraph,	302 72	.....	303 08	292 85	296 64
Philadel hia Local Telegraph,	64,220 92	62,947 78	43,680 19	42,914 39	41,487 49
Philade phia, Reading and Pottsville Telegraph,	90,375 07	73,651 69	80,108 30	79,816 15	90,057 35
Total,	$706,563 13	$424,143 12	$857,630 24	$980,040 88	$1,103,562 50

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